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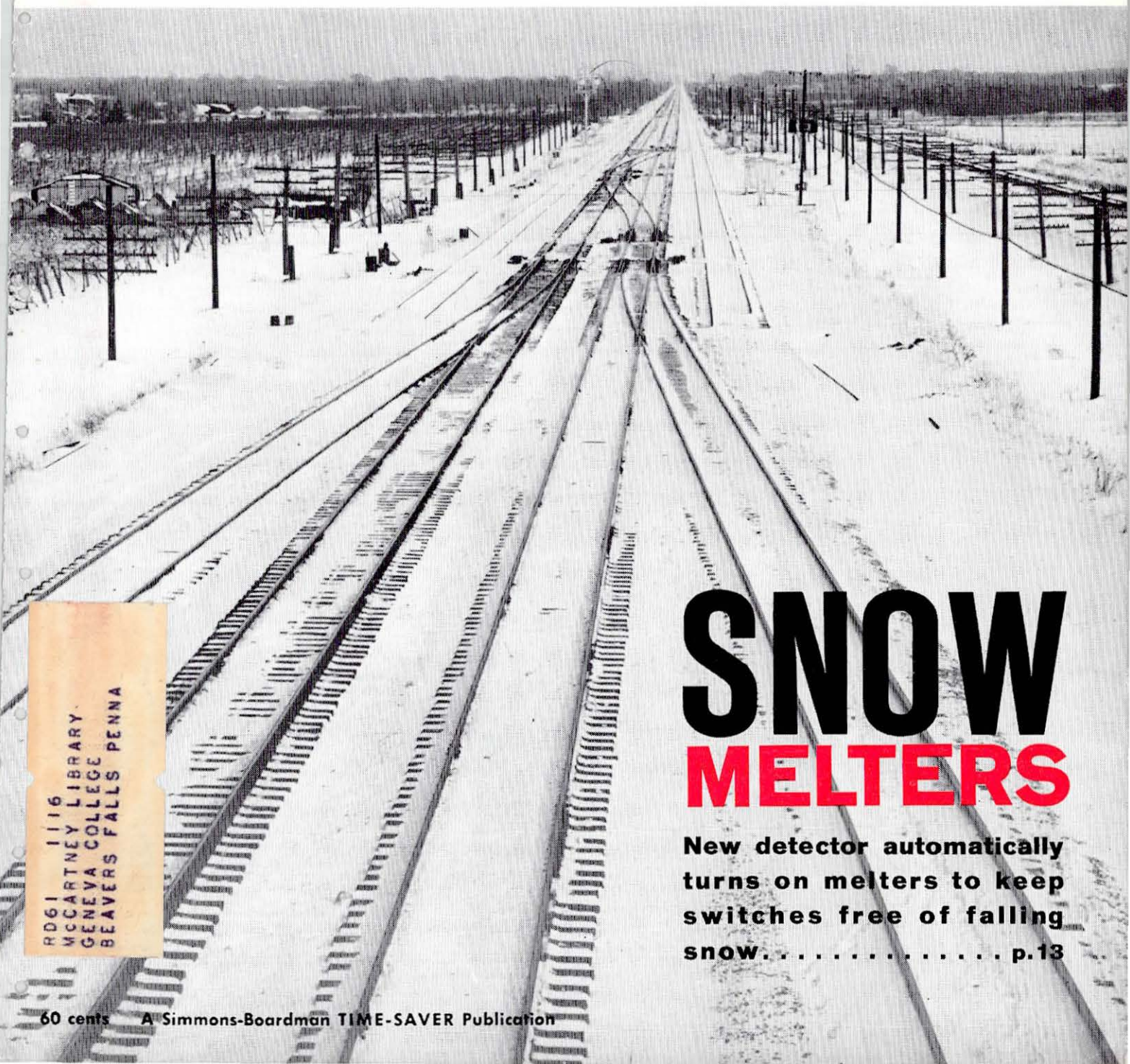
Can piggyback for private autos and occupants tap **new market** for railroads? . . . . . p. 16

October 9, 1961

RAILWAY AGE WEEKLY



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BEAVERS FALLS PENNA

SNOW MELTERS

New detector automatically turns on melters to keep switches free of falling snow. p.13

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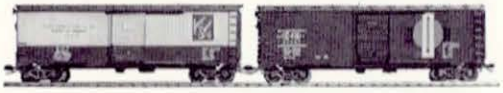
now in successful operation  on 28 major

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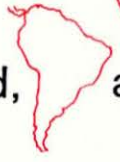
and beyond,  acceptance has been earned by performance

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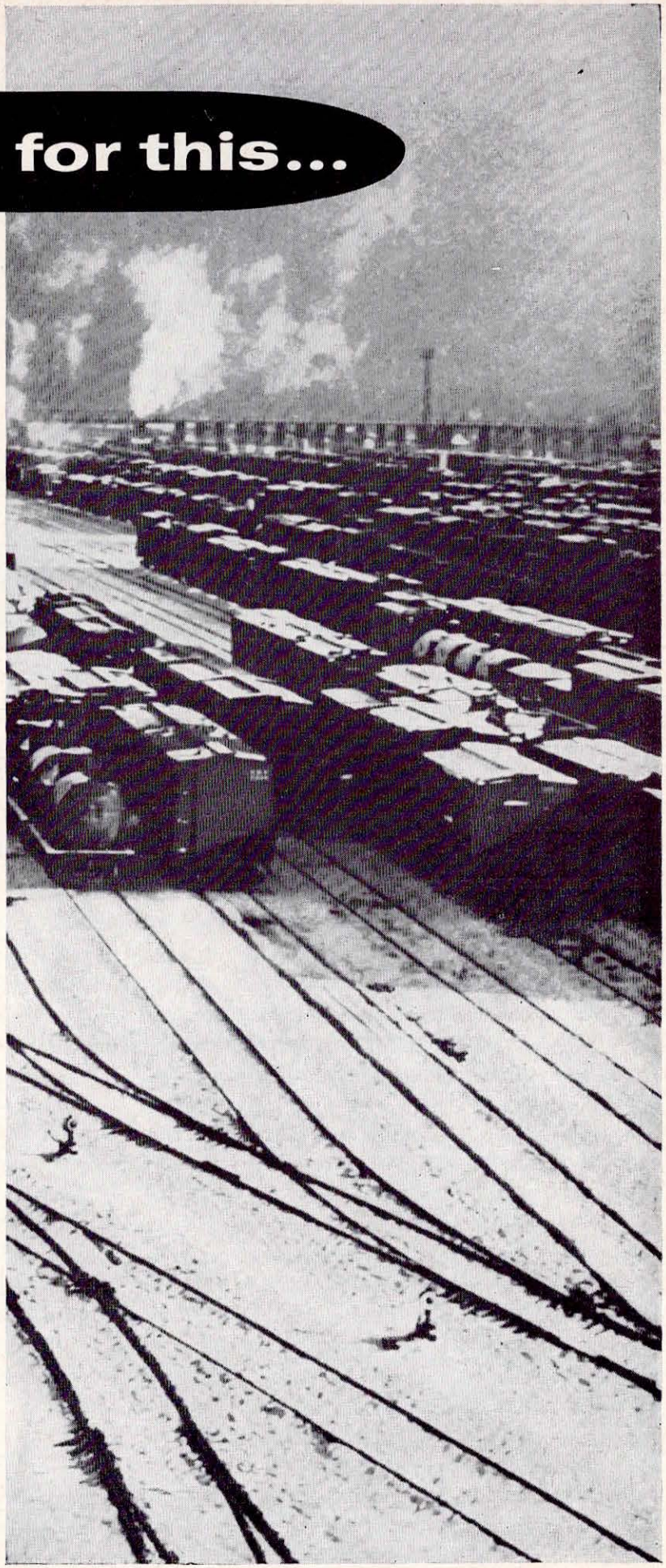

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RAILWAY AGE

WEEK AT A GLANCE

Oct. 9, 1961 • Vol. 151, No. 15

C&S group told: 'Set new goals'

"Present-day requirements and economics," the AAR section was told in Toronto last week, call for simpler installations at less cost, and shorter-lived assets .....p. 9

Snow melters can cut your costs

Railroads, by using switch heaters, can make a good dent in the expense of removing snow, especially at interlockings, retarder yards and in traffic control sections p.13

Piggyback for private autos?

Here is a bold new proposal, by an industrial engineer, of a plan that could do for passenger transportation what piggyback is doing for freight p.16

Shippers urged to 'act now'

The leading role that shippers can play in solving transportation problems was emphasized at the meeting of the NASAB at Buffalo last week p.20

How L&N improves its coal car utilization

A rapid turnaround arrangement on a coal-hauling run of about 500 miles, using two sets of equipment, gives the road one of its fastest freight traffic movements p.25

Mergers: Public stake debated

Speakers at a NARUC workshop agreed that some mergers are in the public interest, but there was disagreement on specific consolidation proposals p.27

New group presents rapid transit views

There is much evidence that "we stand at the threshold of a substantial expansion of new rapid transit facilities as well as the modernization of existing properties" p.28

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WEEK AT A GLANCE

RLEA plans for 1962 Congress

Union legislative activity will include a renewed drive for "safety" bills, and possibly a program for revamping Railroad Retirement financing p.32

Examiner would revamp grain rates

The ICC has been advised to clear the way for reorganization of the present "confused" rate structure in the South p.37

The Action Page—Warning from Equitable

There is a growing danger that big holders of railroad securities—like Equitable—might soon come to believe that the government is never going to let railroads prosper p.42

Short and Significant

Net income of Class I railroads . . .

in August was $60 million—double the August 1960 figure of $30 million. Estimated net income for the first eight months was $140 million, compared with 1960's $278 million.

Thirty-two Class I roads . . .

failed to earn their fixed charges during this year's first eight months. Rate of return for all Class I roads during the 12 months ended with August was 1.61%.

Donald Gordon has been reappointed . . .

to a two-year term as chairman of the board of the Canadian National. Mr. Gordon has been CN president and chairman of the board since 1950.

New York City's automatic subway train . . .

won't go into regular service until mid-November, it was indicated last week. Original target date was Oct. 2. Tests are continuing.

Current Statistics

Operating Revenues	
8 mos., 1961	$5,998,152,727
8 mos., 1960	6,458,334,573
Operating expenses	
8 mos., 1961	4,828,611,554
8 mos., 1960	5,116,255,934
Taxes	
8 mos., 1961	651,505,797
8 mos., 1960	702,021,711
Net railway operating income	
8 mos., 1961	256,173,579
8 mos., 1960	398,984,854
Net income estimated	
8 mos., 1961	140,000,000
8 mos., 1960	278,000,000
Carloadings revenue freight	
38 wks., 1961	20,445,250
38 wks., 1960	22,647,767
Freight cars on order	
Sept. 1, 1961	9,690
Sept. 1, 1960	23,866
Freight cars delivered	
8 mos., 1961	22,439
8 mos., 1960	39,419

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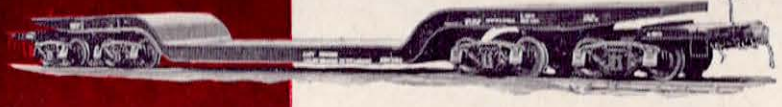

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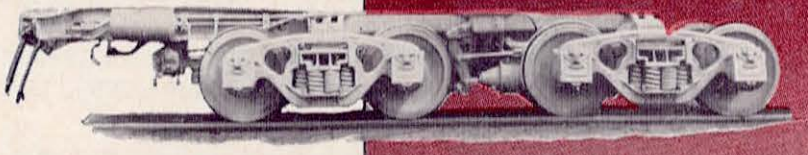
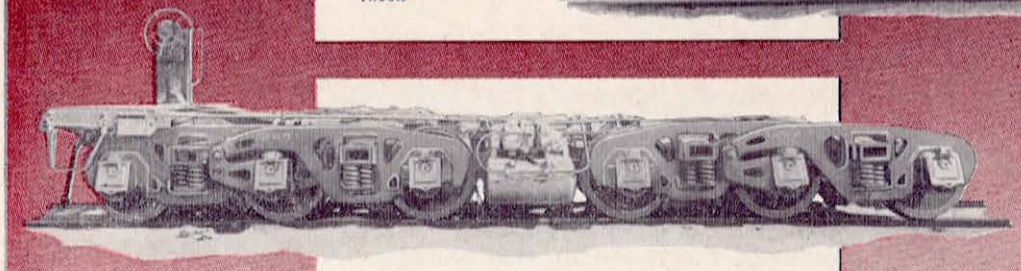
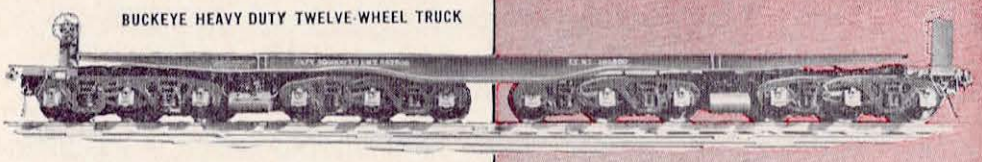




BUCKEYE HEAVY DUTY TWELVE-WHEEL TRUCK



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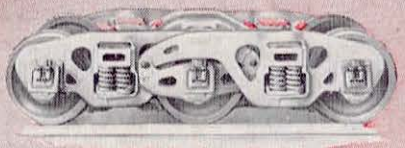

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C&S Group Told: 'Set New Goals'

► **The Story at a Glance: The economics of present-day railroading came in for close attention at the first annual meeting of the combined Communication and Signal Section, AAR, in Toronto last week. One speaker called for "simpler installations at less cost." Another advised a search for "technical applications which diminish investment and lean towards shorter lived assets." Among other topics discussed at the meeting: application of electronics to signaling and communications; the feasibility of automatic trains; financial aspects of grade-crossing projects.**

The time has arrived, in the view of Chairman R. C. Steele of the AAR's Communication and Signal Section, to take a hard look at signaling requirements "in the light of present-day requirements and economics."

Mr. Steele, who is engineer of signals for the Canadian Pacific, suggested that railroad managements, equipment manufacturers and government authorities "work together to determine if present regulations can be revised and easements made and still maintain full safety of railway operation . . .

"Now is the time," he told the C&S Section's annual meeting in Toronto, "to examine them [signal requirements] thoroughly and objectively to determine if revisions are possible to allow today's railway to be equipped with simpler installations at less cost.

"As a simple example, why would it not be desirable on a single track line signaled in both directions, to locate all intermediate signals on the side of the track which carries the pole line, whether it be right or left? This would eliminate control cables from under the track structure and thereby simplify the use of mechanized track equipment. Also, signals for both directions could utilize one mast eliminating the cost of an additional mast and foundation, and reduce the amount of cable required."

The economic factor was also emphasized by R. A. Emerson, CPR vice president. He suggested the installation of signal or communications systems having an estimated life of ten, or even five, years, rather than 20, 30 or 40 years.

"There has been a vast change over recent years in conditions surrounding the transportation industry," said Mr. Emerson. "The firm economic foundations upon which the railways were based have been eroded by continuing inflation, by inadequate depreciation, by punitive and indiscriminatory taxation and by massive subsidies to competitive forms of transportation. The rules have been changed to penalize the conduct of our business along conventional orthodox lines.

"Heavy investment in long lived capital assets now has attached to it special penalties which competitive forms of transportation escape. And the whole problem is accentuated by the rapid rate of technological change.

"Our efforts should be directed towards technical applications which diminish investment and lean towards shorter lived assets. In this way inequitable burdens, even though not removed, will be diminished. In this way also the risk of obsolescence will be lessened. Obviously, a crucial factor in the determination as applied to any particular application will be the question of life. Here I urge conservatism.

"In contemplating investment in a particular project, what confidence can one have under present conditions that the property involved will be used and useful 30 or 40 years from now? . . . This span will put us on the threshold of a new century. Even at 20 years, the mists of the future are only slightly less obscure. And if the property concerned is not used and useful over this period, the prospect of recovering even in terms of smaller dollars the initial investment becomes illusory.

"Providing there is not an undue penalty attached to maintenance and amortization costs of a shorter lived asset, how much preferable it is to install a signal or communications system having an estimated ten-year life rather than one of say 20 years. It must be recognized that in the first instance, at the end of its allotted span, you at least have the choice of replacing it in kind

(Continued on page 26)

One Cable for all Needs?

Results of a study made by Simplex Wire and Cable Co. on the feasibility of using a single buried cable for all of a railroad's signal and communications requirements were reported to the AAR's Communication and Signal Section last week. V. R. Manning, assistant to the vice president, engineering, made the report. He noted that the study was instigated by the Louisville & Nashville and was conducted with the assistance of M. R. Williams, L&N electrical engineer.

Such a cable, said Mr. Manning, would be tailored to the needs of a particular road. The cable worked out for a 186-mile section of the L&N would consist of two coaxial cables for broadband trunk communications, two six-pair cables for signal and communications services, and four individual pairs for repeater alarm and local wayside communication services.

The cable would be brought into above-ground terminal boxes about every two miles. Local telephone and signal connections would be made here, and repeaters would be provided at these points as needed.

At the present time, the cost of such a cable system would slightly exceed that of a microwave-plus-pole-line system, it was reported.

However, maintenance costs would be considerably lower than for microwave-plus-pole-line; exposure to storm, accident, and vandalism would be minimized; and the fading of a microwave signal would be avoided. Government licensing and possible future regulations that might have to be complied with would also be avoided. It is anticipated that within five years, cable and apparatus developments will have progressed to the point where the single buried cable system will cost less than present techniques under any conditions.

Electrification Breakthrough Seen

Future railroad service requirements and recent technological developments mean that all major main-line railroad mileage in the U. S. will very probably be electrified within 25 years, J. W. Barriger, president of the Pittsburgh & Lake Erie, told the Southern Research Institute in Birmingham, Ala.

Mr. Barriger tempered his prediction with two qualifications:

- National transportation policy must allow railroads to have equality of competitive opportunity so that they can maintain their traffic volume and lower their prices.
- Large-scale consolidations must be consummated so that traffic can be concentrated on routes of superior characteristics.

"Central station power can be supplied above the tracks of the heavier density railroad lines at delivered costs well below those incurred in producing it in the 1,500-hp to 2,500-hp portable generating plants on today's diesel locomotives," Mr. Barriger explained. "Use of central station power will remove the generating limitations which prevent utilization of the full capacity of the traction motors of diesel locomotives when running at the higher ranges of speed.

"The spectacular technological and commercial progress of electric power generation and distribution in the U. S. has opened the door, at long last, to comprehensive railway electrification. . . . The installation of the distributing system which formerly had to be borne entirely by the railroad can now, in all probability, be transferred to the public utilities supplying the electricity. Some have expressed a willingness to erect the overhead systems and sell metered current direct to locomotives and multiple-unit cars."

In addition to the possibility of reducing initial investment through utility ownership of the overhead, recent developments have made possible 60-cycle distribution at 25,000 volts, which lowers the cost of the overhead and reduces the number of substations necessary, said Mr. Barriger.

He went on to predict that, when the large number of diesel locomotives built between 1948 and 1955 require complete rebuilding after about 15 years, many will be equipped with transformers, rectifiers, and pantagraphs "necessary to take electricity from a catenary in the maximum quantities that their traction motors can use at maximum speed."

"Relative sizes of known reserves of oil and coal make the former a scarcer natural resource and, hence, the long term national fuel policy and national defense consideration underscore the desirability of substituting coal for oil where technologically and economically possible," he said.

WATCHING WASHINGTON WITH WALTER TAFT

• **AIRLINES** now handle more than half of the coach business as well as 4/5 of the first-class passenger traffic.That's the score on the basis of 1960 figures which have just become available.

COACH BUSINESS of the railroads, excluding commutation traffic, is shown at 13.4 billion revenue passenger-miles. That was not much less than 1959's 13.7 billion, but airline traffic rose in the year from 12.3 billion to 14.4 billion passenger-miles.

THUS, the crossing of the 50% mark for the first time since air coach service was started 13 years ago. In 1959, the airlines got 47.2% of the coach business.

THE AIRLINES' SHARE of the first-class business, meanwhile, was slightly less in 1960 than in 1959—80.3% compared with 80.8%. This resulted from the billion-passenger-mile decline in airline traffic while first-class business of the railroads fell off only 150 million passenger-miles.

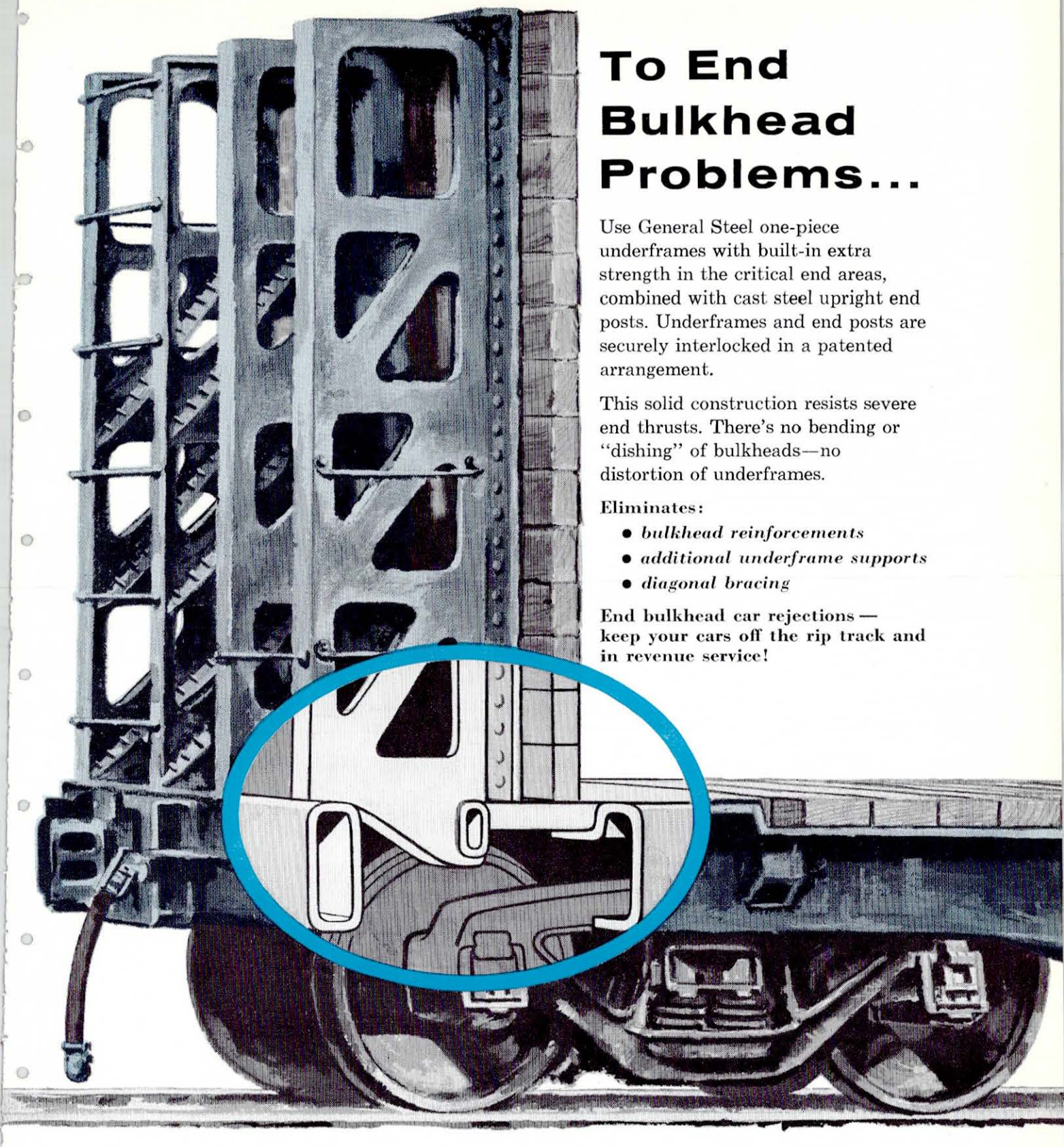
• **GROSS CAPITAL EXPENDITURES** of Class I line-haul railroads in 1961 are now expected to total about $650 million, down nearly 30% from 1960's $919 million. Latest reports to the ICC also indicate that this year's $650 million will include about $401 million for equipment and $249 million for road facilities. These compare, respectively, with 1960 figures of $634 million and $286 million.

SPENDING FOR ROAD FACILITIES has been stepped up in this year's second half. The reports indicate that the July-December total here will be $150.3 million, only 4.1% less than the $156.7 million spent in 1960's last half. The July-December outlays for equipment are expected to be down more than 50%—from $318 million to $157 million.

• **REEFER LOADS** still produce more gross revenue than any other carloads of freight, but they remain next to last as producers of revenue per loaded car-mile. That's the showing of the latest analysis by the ICC's Bureau of Transport Economics and Statistics.

THE RANGE of revenues per loaded car-mile in 1959 was from the reefer's $530 down to the hopper's $162, the average for all cars having been $283. Per car-mile, however, the hopper earned 71.7 cents, nearly twice as much as the reefer's 37.6 cents, which was the low. Here the average for all cars was 60.1 cents. Average hauls ranged from 1,409 miles for reefers to 226 miles for hoppers.

BIGGEST EARNER, on the car-mile basis, was the gondola, 92.8 cents. Next came "special" cars, 87.5 cents. Lowest was the stock car, 28.8 cents. Box cars earned 56.5 cents.



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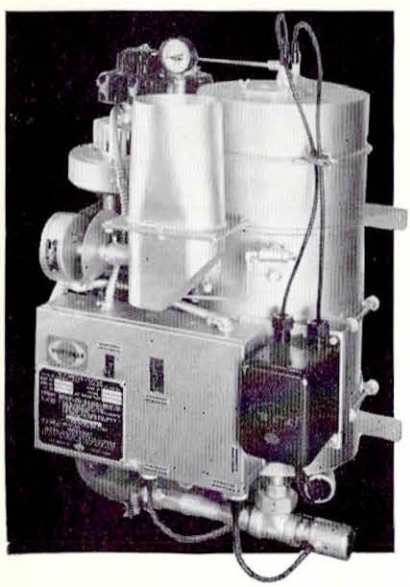

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VAPOR ®

Snow Melters Can Cut Costs

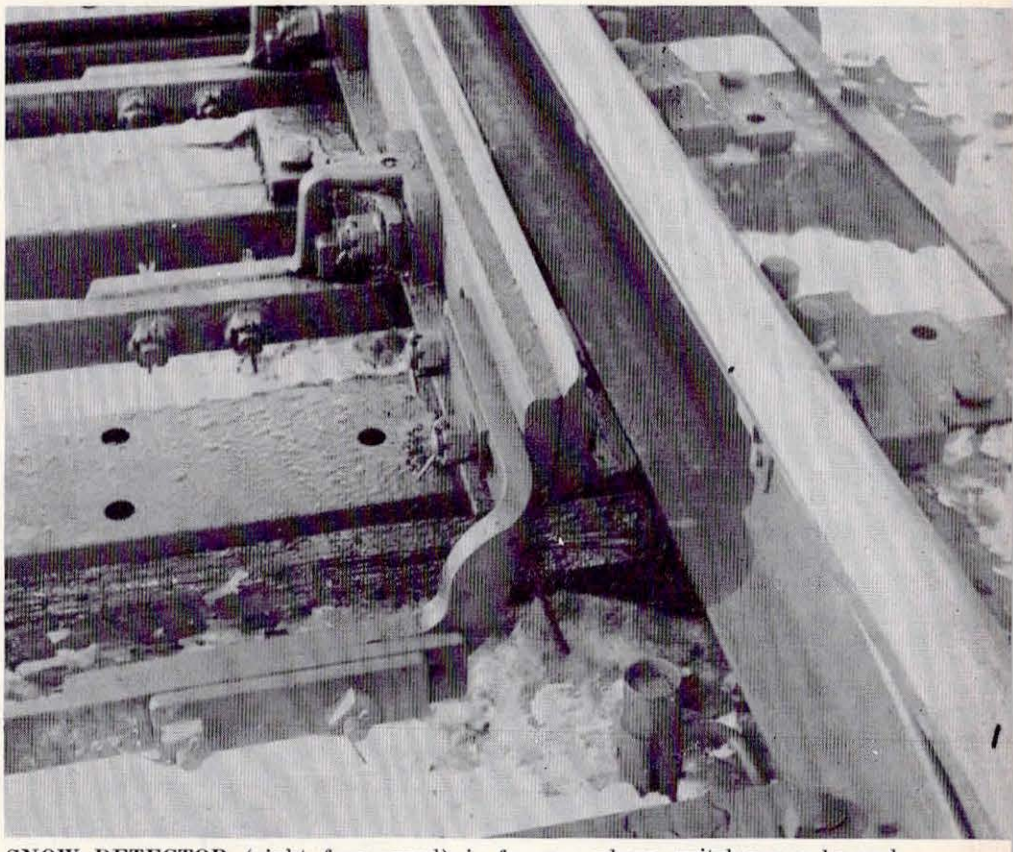
► The Story at a Glance: Now is the time to think about removing snow from power switches in yards, interlockings and traffic control territory. An effective and economical means of freeing switches of snow is to apply heaters, or blowers, at remote locations, such as sidings in CTC. Snow detectors are now available to turn on switch heaters automatically.

"Don't let October's Indian summer lull you into a false sense of security that winter is a long way off," says a signal engineer of a northern railroad. "Our colleagues in the south," he adds, "don't have the snow problem, but with us up north it's real, troublesome, and expensive. Along late August or early September we inspect all switch heaters, and make our new installations. Some roads remove their heaters during the summer, but we don't. So in early fall, or about October 1, or the 15th at the latest, we're ready for snow."

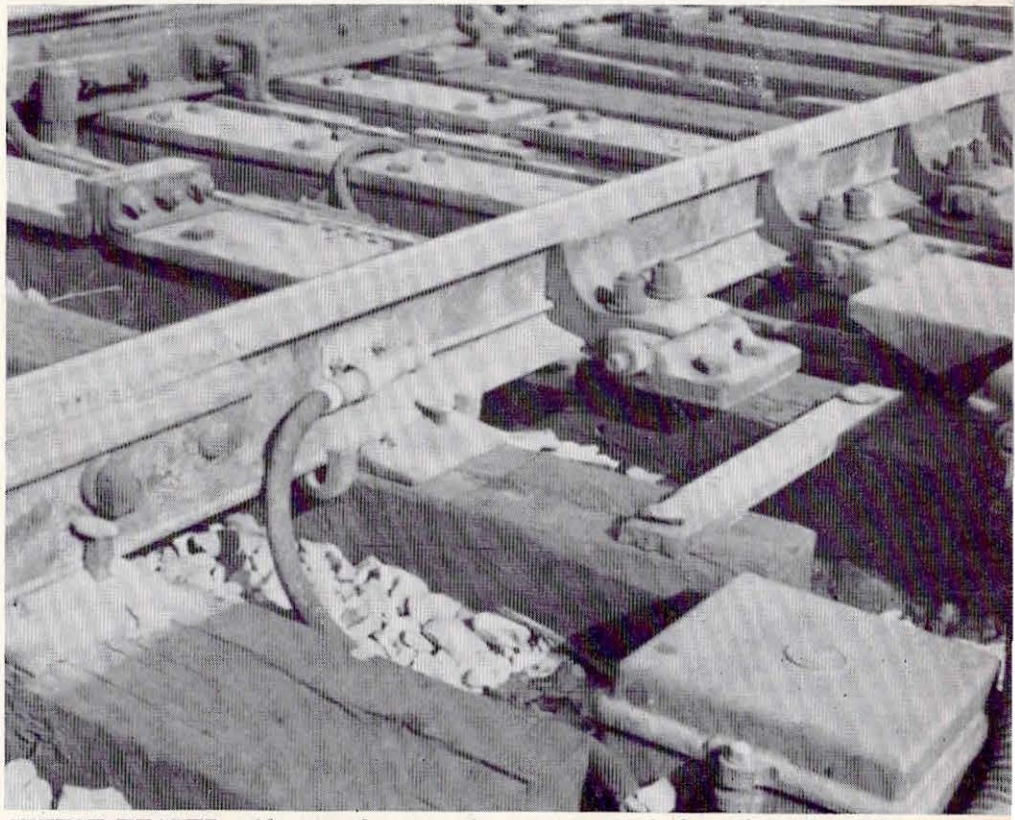
"We can make a good dent in snow removal expense by using switch heaters, especially at interlockings, retarder yards and in traffic control sections," says another signal engineer.

Three basic types of switch heaters (or snow melters) are on the market today: electric, infrared and propane gas. Switch heaters (snow melters or blowers) at yards and interlockings are usually turned on and off from a tower where an operator is in a position to observe ground conditions. In traffic control territory, heaters at power switches are controlled by the dispatcher from the control machine. Snow conditions are usually reported by train crews. One recent development, a snow detector, may be used to turn on switch heaters when conditions warrant.

Electric and propane gas switch heaters have been around for several years. The use of compressed air for removing snow from switches has been developed within the last five years. One type, made by American Brake Shoe Co., uses compressed air, either from an individual compressor or from a central supply line, to blow the snow from the area between the switch point and adjacent stock rail. The compressed air is filtered and injected with an antifreeze solution before going to a cycling tank which, by pressure switches, releases air in intermittent blasts through a manifold installed under the head of the stock rail. A number of orifices in the manifold cause jets of air to be discharged at high velocity, clearing



SNOW DETECTOR (right foreground) is for use where switches are beyond visual range of dispatcher. It will automatically turn switch heaters on or off.



SWITCH HEATER cables are shown as they are mounted along the web of the rails. Braces supporting rails are machined to provide a ⅜-in. slot for cables.

the openings of all loose materials. At the beginning of a snow storm, the compressor is turned on by remote control or by local manual control.

One of the recent developments is the adaption of infrared rays, generated by gas-fired burners, for heating switches. Both natural and propane gas are used to generate this energy. The gas flows through a pressure regulator, passes through a manifold and an air-aspirating chamber to the burner heads. The latter have mats with tiny perforations through which the gas is forced and burned on the outside. The housing of each burner has reflectors for directing the infrared rays to the area to be heated. The infrared rays can be ignited manually or electrically by remote control.

Two methods of utilizing the infrared energy are being used, both of which have been successful. One is to assemble several large burner panels together in a housing, erect them overhead on a standard, and reflect their heat downward on the switch area. Another practice is to mount several small infrared burners at regular intervals on a manifold which holds them against the outside of the webs of the stock and straight rails at a switch. Five to eight burners on each manifold, the number depending upon the length of switch, keep the points free of snow and ice.

The Santa Fe has tested the use of gas-fired infrared heaters, mounted overhead, with the rays being directed downward and concentrated in the area of the switch.

The initial installation was made in October 1960 at a crossover switch in the westbound main track at Amarillo, Tex. Since that time the road has been running a series of tests to develop an efficient basic design, according to R. H. Beeder, system chief engineer of the Santa Fe.

The principle of the use of infrared heaters is this: The heat generated warms the track and ground objects without heating the surrounding air. Once the energy waves emitted by the gas generator strike the track, they are transformed into heat and the track materials then act as radiators themselves and reradiate heat. The Amarillo installation uses parabolic reflectors which are mounted over the tracks.

The heaters used in the Santa Fe installation are the Schwank-Perfection infrared generators manufactured by Perfection Industries, Cleveland, Ohio. Both natural gas and propane gas, the latter supplied in 1,000-gal tanks, have been used for fueling them. They are of the marquee type and are mounted in two banks of three generators each, of 23 ft above the track. The burners have a total input of 288,000 Btu per hr. About 50% of this fuel energy is converted into usable infrared radiant heat. This amount is reported to be about twice the potential needed to handle the heaviest snowfall in Amarillo.

The heaters turn on and off automatically. They are controlled by both temperature and moisture. Before the heaters will ignite, there must be a combination of both low temperature and sufficient moisture to activate a thermostat and a moisture-sensitive electronic switching circuit at track level. Low temperatures alone will not activate the generators.

Reports are that the performance of the Amarillo installation has been encouraging. Although no really heavy snowfall occurred there last winter, 7 to 8 in. fell in 9 hr on March 17, accompanied by 30-mph winds. The heaters, it was reported, kept the area dry and free of the snow which had fallen.

INFRARED HEATER is mounted overhead and directs heat downward to the switch area.

To further the tests, additional units have been installed as follows: One at Joffre, N. M., two at Tejon, one at Mountainair, two at Keoto and one at Wootton, the latter three being on Raton mountain. These units are similar in design to the Amarillo installation except that they utilize a newer model generator that contains a motor and blower to pressurize the housing against wind. However, the road reports that wind has not been a problem with the older model installed at Amarillo. Even with 60 to 70 mph winds, the pilot flames remained steady.

The major problem encountered so far has been one of reflector design. The reflectors on standard models spread the infrared rays over a 40-ft circle. To conserve this energy and improve unit efficiency, Santa Fe officers feel the rays should be concentrated over the switch only. The installations on the Santa Fe have full parabolic reflectors that tend to confine the rays to the switch area only.

Turning to electric switch heaters, the Chicago & North Western has made a new departure in controlling the heaters. At the Clybourn Junction (Chicago) interlocking, C&NW has a timing device which permits the power input to be regulated according to prevailing storm conditions and keep maximum power demand at a minimum. Electric switch heaters as well as ballast heaters are installed at 21 turnouts.

In the design of the new switch-heater system, consideration was given to the fact that water from melted snow could build up in the ballast cribs and later freeze, with the possibility of icing in the switch rods and immobilizing the switch. To avoid this situation, Q & C ballast heaters were installed, two being placed under each of the No. 0 and No. 1 switch rods. Water in these areas now either seeps into the ground or escapes otherwise from the cribs.

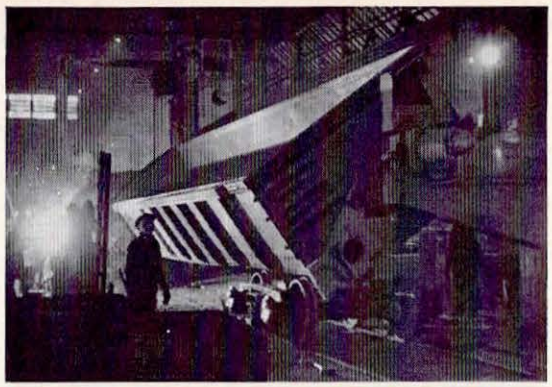
For heating the switches, Chromalox electric heaters were used. These were installed along the outside of the stock and straight rails that mate with the points. They were positioned along the webs of the rails 1⅞ in. above the base of rail. The Racor Security rail braces supporting these rails were machined to provide a ⅜-in. slot for the heating cables. Lengths of the heating cables were varied to conform with the 19½-ft, 25-ft and 30-ft switch points used in the plant layout.

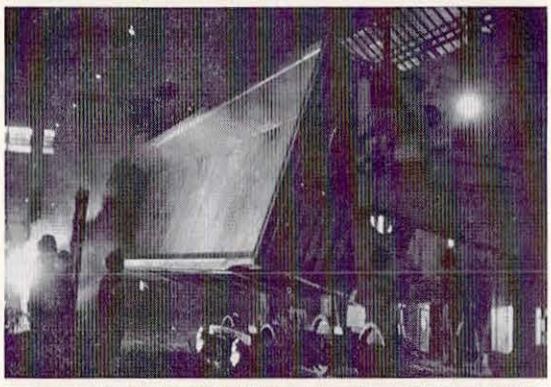
Conservation of power also had to be considered. The C&NW wanted to provide enough heating capacity in the system to keep the switches operable under the most adverse temperature, wind and snow conditions. But, since the preponderance of storms could be expected to be less severe, it was also desirable to limit the use of power by installing an electrical system that could be easily adjusted to suit varying storm conditions. This problem was solved by incorporating an effective timing device in the system and installing it in the interlocking tower.

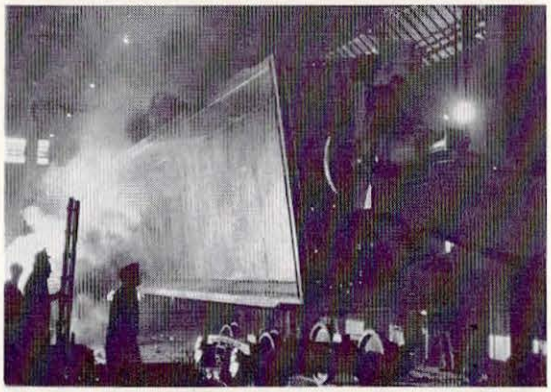
The device is a Zenith motorized cycle timer on a one-minute continuous rotation with a five position selector switch. It regulates six control centers, each of which is activated to turn power on and off through contactors and circuit breakers to the switch and ballast heaters under its control. The six control centers power the heaters for the 21 switches. Three

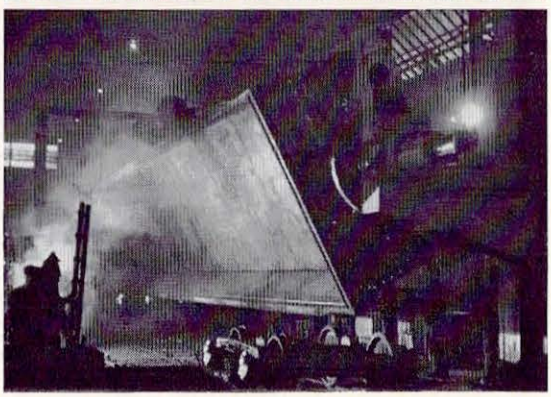
(Continued on page 31)

GENERAL AMERICAN UPSETS TRADITION TO BRING YOU BETTER FREIGHT CARS









Notice, it's *not* a special car. It's a gondola. Yet it's getting very special treatment. *Every* car made by General American gets special attention.

For example, this Pandjiris machine was developed expressly for General American. It turns cars upside down—effortlessly. Why bother? Because this eliminates tricky, and often sloppy overhead welding—assures the cleanest, best welded seams.

Throughout the mile-long production lines, you'll find the most modern equipment—many one-of-a-kind machines. Many developed expressly for General American. Result—better cars, better quality, better value. In fact, General American has grown to be America's largest builder of specialized cars by building cars that work better, last longer with minimum maintenance.

Did we say special cars? Every car is special—if it's built by General American. The next time you consider new freight cars, let us show you why *it pays to plan with General American.*

GENERAL AMERICAN TRANSPORTATION CORPORATION
135 South LaSalle Street
Chicago 3, Illinois
Offices in principal cities

GENERAL AMERICAN
TRADE MARK

ECONOMICS OF THE AUTOTRAIN

TRAIN MILEAGE: Assume one round trip of 780 miles per day, or 285,000 per yr.		
INSTALLATION AND EQUIPMENT COST FOR ONE TRAIN:		
Auxiliary power plants for two diesel passenger units		$ 30,000
8 Single-deck flatcars for buses and trucks @ $15,000		120,000
12 Double-deck cars for automobiles @ $30,000		360,000
4 Service Cars with rest rooms, etc. @ $50,000		200,000
4 Terminals with driveways and ramps		200,000
	Total	$ 910,000
OUT-OF-POCKET OPERATING EXPENSES:		
Crew wages: 3 5-man crews @ $125 x 2 trips x 365 days		$ 274,000/yr.
Terminal Employees wages: 12 men @ $8050 per year		96,500 "
Locomotive fuel & maint. @ 65¢/mi. x 2 units 285,000 mi.		370,000 "
Car maintenance @ 3¢/mile x 24 cars x 285,000 miles		205,000 "
Terminal mantenance; Materials & Supplies; Insurance		75,000 "
Direct management and administration		25,000 "
Advertising and promotion		100,000 "
	Total	$1,146,000/yr.
INDIRECT & ALLOCATED GENERAL EXPENSES:		
Use of tracks and signals @ $1 per train mile x 285,000		$ 285,000/yr.
Operating supervision and dispatching		30,000 "
General administration, accounting, and overhead		25,000 "
	Total	$ 340,000/yr.
DEPRECIATION:		
Locomotive: $500,000 @ 5%		$ 25,000/yr.
Car: $680,000 @ 5%		34,000 "
Terminal depreciation and taxes		20,000 "
	Total	$ 79,000/yr.
TOTAL FULL COSTS: $1,146,000 plus $340,000 plus $79,000		
	Total	$1,565,000/yr.
TRAIN REVENUE (At 80% load factor; excluding concessions, etc.)		
20 Cars @ $.48 per mile x 780 miles x 365 days x 0.80		$2,192,000/yr.
4 Cars @ $.24 per mile x 780 miles x 365 days x 0.80		219,000 "
	Total	$2,411,000/yr.
ANNUAL PROFIT (Based on full costs at 80% load factor)		
Revenue $2,411,000 less Total Costs $1,565,000		$ 846,000/yr.
RATE OF RETURN (Profit divided by initial cost)		92%

CURRENT RAILROAD QUESTIONS

Piggyback for Private Autos?

The question was raised in this department recently of the feasibility of carrying passenger automobiles by piggyback, when the owner was traveling by rail. Here is a bold new proposal by an industrial engineer of a plan that could conceivably do for passenger transportation what piggyback is doing for freight. "Autotrain," as our correspondent calls his proposal, is designed to appeal to the private motorist who now uses "turnpike" and "thruway" toll roads for most of his inter-city travel. It presents, at a price that is competitive with out-of-pocket auto expenses, a service that offers most of the advantages of turnpikes without the disadvantage of driving.

The service would be both economical and appealing, says our correspondent, because passengers would make the trip in their own autos.

To the Question and Answer Editor:

The recent discussions headed "Piggyback for Private Autos?" [RA, Aug. 28, p. 46; Sept. 4, p. 17] should excite the imagination of all concerned with the railroads' future. No doubt the services suggested so far would be very attractive—if economics could be ignored. But let's face it. Most people drive their own cars because it's cheap. To tap this vast potential market, rail-

roads must find an extremely simple, low-cost means of handling the private auto and its occupants. This letter describes the "Autotrain," one possible method which could be profitable and at the same time replace conventional deficit-ridden passenger service.

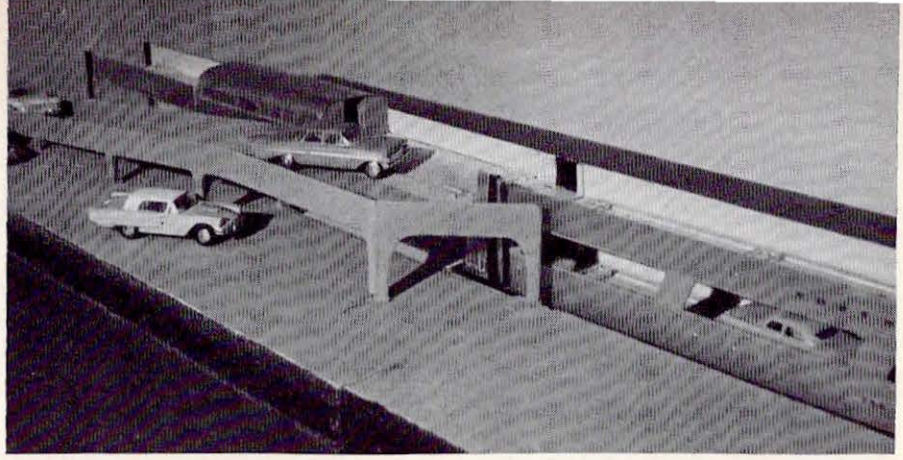
The important feature of the Autotrain is that the motorist himself would drive on board and then remain in his own car. The automobile of today is comfortable, so why chase its occupants out of it? The family car represents a sizable investment to its owner, and it is sheer economic waste for a railroad to attempt to duplicate its seating and appointments in the form of a conventional coach or parlor car. The Autotrain would be little more than a flexible double-deck platform on wheels for speeding automobiles and their passengers to their destinations. There would be no frills, no switching, and no terminal expense to speak of—just fast mass transportation.

The typical Autotrain car would resemble the double deck freight cars already being used to handle new automobiles. Each 85-ft car would accommodate 8 to 10 autos, secured by automatic retractable wheel blocks. The car would be open from end to end, with side walls 3 ft above each deck floor. Full-width end diaphragms would permit safe driving and walking from car to car. Portable electric heaters wired to train line power would be provided for each auto, in similiar fashion to the in-car heaters developed for drive-in movie theatres.

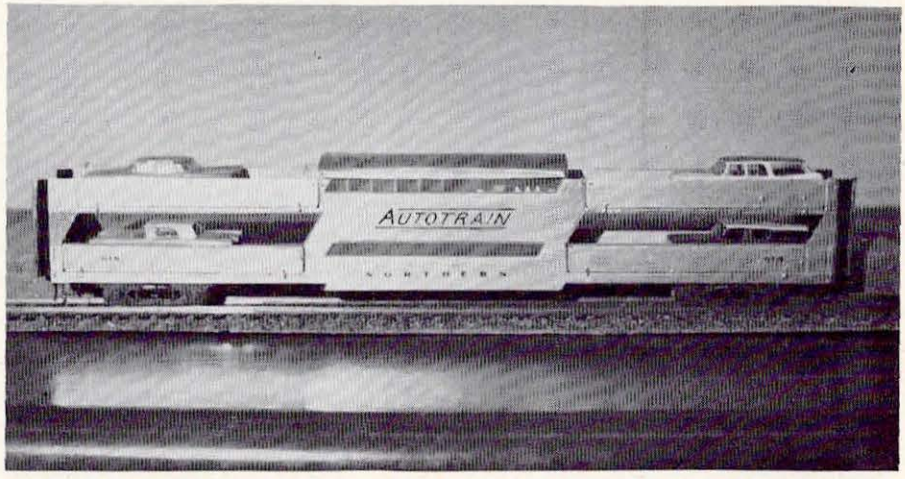
A second type of car known as a "Service Car" would be spaced equally throughout the train. Automobiles would drive on and off through these cars, with hinged side walls matching with loading ramps at the terminals. Each service car would have space for four automobiles, as well as an enclosed center section on each deck with food vending machines, snack counters, a conductor's office, 20 toilet rooms with folding washstands, and a stairway connecting the two levels. Motorists could reach these facilities during division point crew changes and inspections, and when the train is accelerating and decelerating.

The Autotrain would be able to replace a variety of conventional trains. Most trains would handle, in addition to Autotrain passenger-auto cars single-deck flat cars for buses, express trucks, and mail trucks. The buses would operate to and from downtown bus stations, and use the Autotrain between the outskirts of large cities. Local communities "up the line" would be served by buses using an Autotrain part way and then the highway. While on board the train, the bus driver might double as steward, serving meals and refreshments.

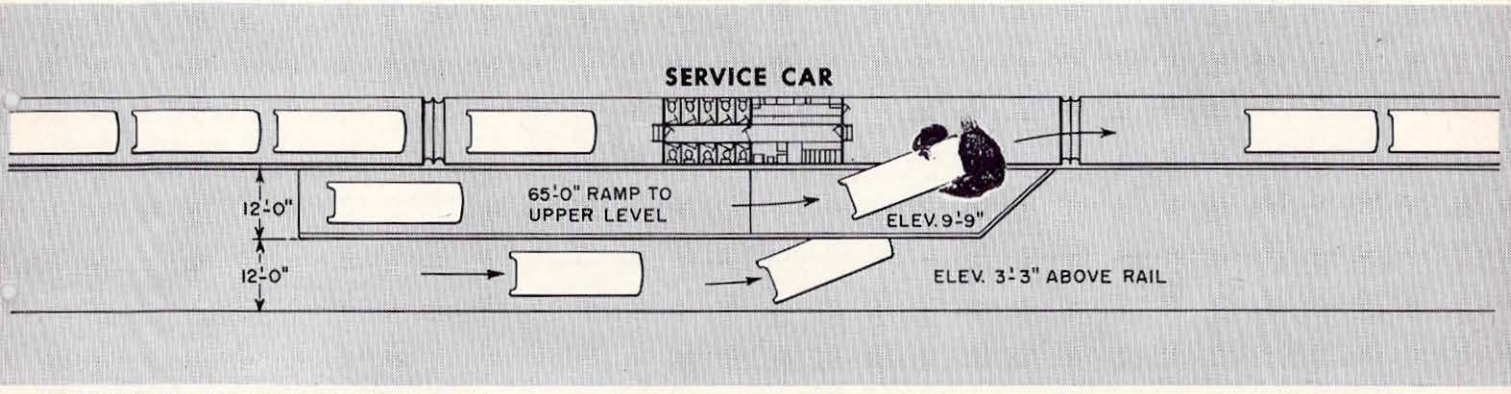
Railway Post Office cars would be replaced by Highway Post Office trucks manned by the train crew, and possible restaurant and motel concessions, there would be no terminal facilities.



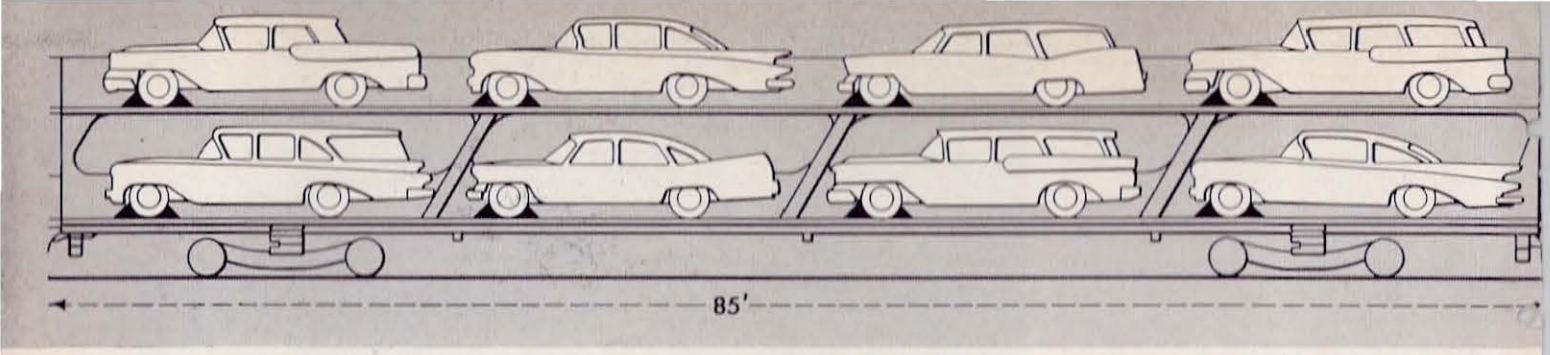
'AUTOTRAIN' TERMINALS would be located on the outskirts of large cities. The motorist would drive his own car on board—and would drive off at destination—using special cars matched with loading ramps.



'SERVICE CARS' would be spaced equally throughout the train. Equipped with hinged side walls for loading and unloading, these cars would also have an enclosed center section with food dispensers, toilets.



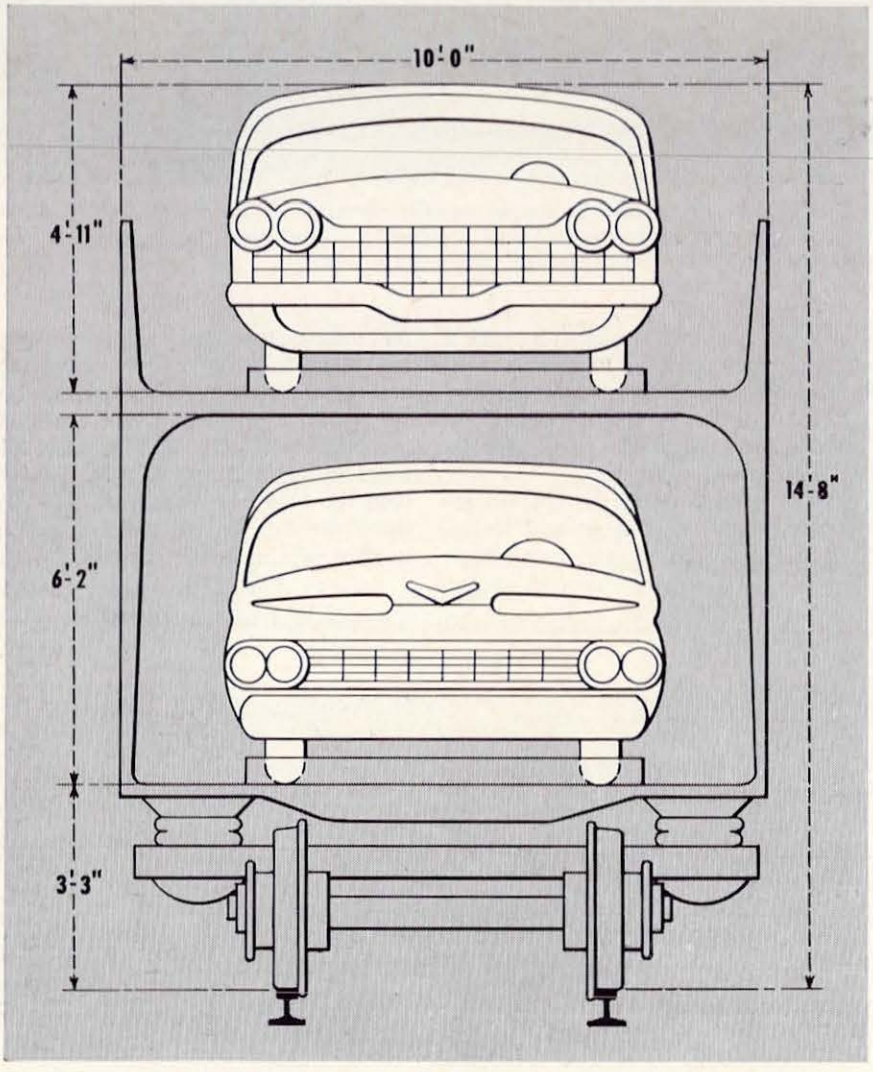
TWO-LEVEL LOADING RAMPS would use a combination of side loading and end loading. Except for toll gates,



AUTOTRAIN CAR, except for service cars, would resemble double deck rack cars already in use in automobile TOFC.

using the city streets from downtown post offices to the edge of town, and Autotrains for long distances. Non-working preferential mail would be handled in trucks driven on board and sealed, with another driver taking over at the other end of the line. Express traffic would be handled in similar manner by truck and bus. Thus, the railroads would retain most of their head-end traffic and passengers, at the same time eliminate old, hopelessly expensive, trains and terminals.

Terminals would have to be located on the outskirts of large cities, as close as possible to turnpike interchanges and peripheral arteries. They would be quite simple; one track and a long concrete platform would be sufficient, with two or three loading ramps. Motorists would drive their own automobiles on board either level through the sides of the service cars, then from car to car. Automatic wheel blocks would make tie down equipment unnecessary, and the entire loading and unloading operation would be quite rapid. No doubt, fancy motels and restaurants would soon spring up at the terminals, providing an additional source of income for the railroad. Auto rental agencies might also appear, enabling an individual to ride the Autotrain without even using his own car. He would pay the daily rental charge, plus Autotrain fare, and avoid the usual 10¢ a mile to the agency for driving.



AUTOS WOULD BE SECURED by automatic retractable wheel blocks. Cars would be open from end to end, with side walls 3 ft above each deck floor.

The economics of the Autotrain are in its favor. The average long-distance motor trip today costs somewhere around 6 cents per mile out-of-pocket, including gas and oil, tire wear, tools, and some allowance for mechanical wear. The Autotrain fare should not exceed this figure, which would yield 48 cents per car mile for 8 autos per car, regardless of the number of occupants. The train would require only a minimum-size crew, and, because of simple lightweight construction, fuel and servicing costs would be low. Maintenance would be confined mostly to trucks, draft gear and brakes. Terminal and switching expense would be almost nil. Autotrain equipment probably would be owned by a car leasing pool, which could be set up similar to Trailer Train or North American Car. Only initial terminal expense would be borne by the railroad, and this would be only a small fraction of the cost of a station with waiting room, concourse, baggage rooms, etc.

Autotrain service at the right price should not be hard to sell. Long distance driving is tedious, tiring, and often dangerous even in good weather. Breakdowns, flat tires, speed limits, and getting lost are always annoying. Time is lost at rest stops and finding someplace to eat. The Autotrain would overcome all these disadvantages of highway travel, and yet preserve the important advantages, including speed, economy, privacy, no fuss with baggage or pets, and the use of the family car at the other end of the journey. Arrangements might even be made to honor oil company credit cards for payment of fares.

Variations of the Autotrain idea have been advanced many times in recent years. Perhaps the best known example in actual practice is the auto-on-flatcar service through tunnels in the Swiss Alps. Late last year, two Westinghouse engineers did some basic thinking on

automobile transportation, and created quite a stir with their idea of a system of rolling garages travelling on—of all things—a steel track.

Thorough market analyses will indicate where the best potential exists for Autotrain service. Many opportunities will show up in the densely populated East. The first service might start as a combination of two heavy seasonal movements: Northeast to Florida in the winter, and New York to Chicago and the national parks of the West in the summer. None of this can happen overnight. But my guess is that a service similar to the Autotrain will catch on faster than its country cousin, piggyback.

W. D. Edson,
District Industrial Engineer,
New York Central System,
New York

(This plan is submitted merely as the idea of one individual, and should not be considered as indicative of New York Central Planning.)

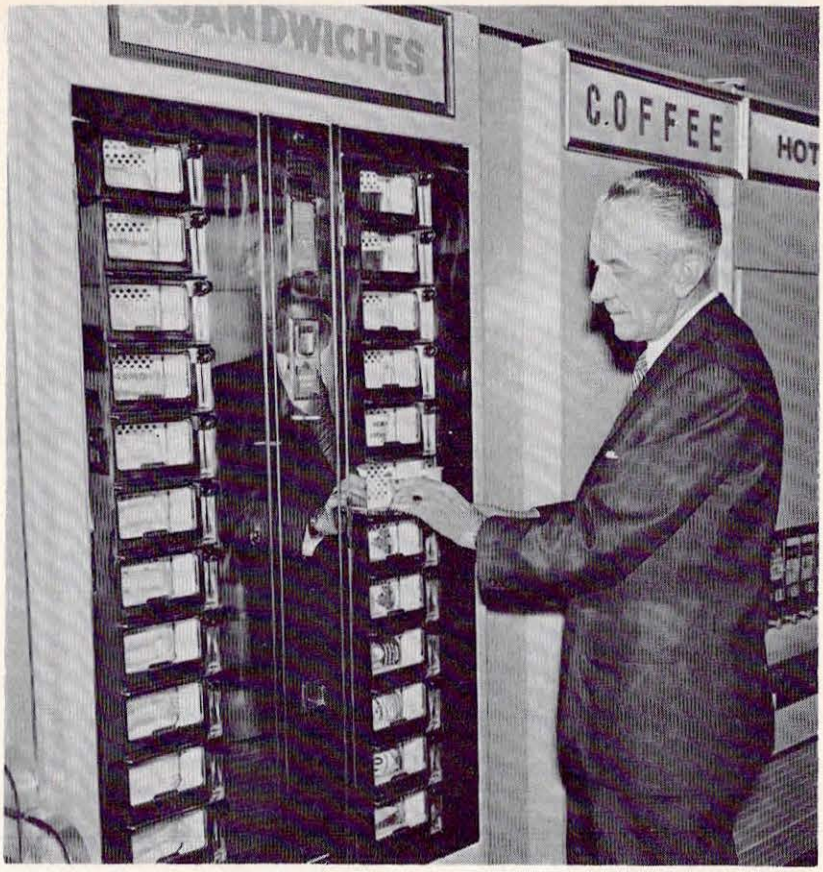
•

Mr. Edson's letter, reproduced above and on the preceding pages, is only one of several that have been received commenting on the "Piggyback for Private Autos" discussion. Another correspondent came up with an idea not unlike Mr. Edson's, which we'll reproduce in a future issue. Other correspondents commented on freight service for passenger automobiles that has been available to passengers in this country in the past and that is now available to travelers abroad. We'll discuss these later.

In the meantime, let's have some comment from readers on Mr. Edson's proposal. As he says, none of this can happen overnight. And perhaps there are drawbacks in the scheme that would keep it from being practicable.

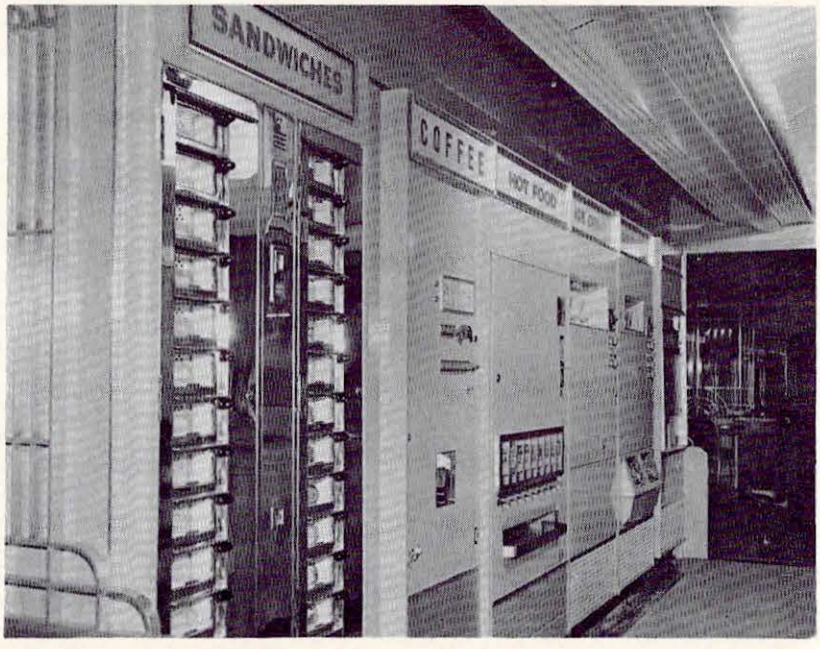
On the other hand, piggyback as we now know it was not adopted overnight either. And there were drawbacks to early piggyback service that have only gradually been overcome. What do you think? *Editor.*

A forum for railroaders who want to explore questions of importance to their industry, this department welcomes both questions and answers from readers at all levels of responsibility in the industry and associated fields. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion. Address correspondence to Question and Answer Editor, Railway Age, 30 Church St., New York 7, N. Y.



T. B. Lochhead, Southern Pacific manager of system dining car operations, demonstrates an automatic food vending machine installed on San Joaquin and Coast Daylights. An assortment of hot foods, beverages, soups, sandwiches, salads and desserts are available at all hours and at budget prices.

Food Vending Machines for SP



Nine machines offer a variety of choices from a full meal to a snack at prices ranging between five and fifty cents per item.

Shippers Urged to 'Act Now'

► **The Story at a Glance: It's up to shippers, more than to any other group, to "act now" to "solve critical transportation problems" if an "effective railroad network" is to be retained. That thought, stressed and restressed by different speakers, held the limelight as shippers and railroad men met at Buffalo last week.**

The need for immediate action "to achieve and maintain a healthy and efficient transportation system" drew heavy emphasis as delegates to the silver anniversary meeting of the National Association of Shippers Advisory Boards gathered at Buffalo, N. Y., Oct. 3-5.

In unrelated, but strikingly similar, statements:

• AAR President Daniel P. Loomis warned that "the time for purely defensive measures alone is past. With one major railroad already in the hands of receivers and others precariously balanced on the brink, the time for finding sound solutions, in the public interest, to critical transportation problems is fast running out."

• NASAB President Karl S. Wright, agreeing, said flatly: "The time is not tomorrow—it is today! . . . The need is critical; the hour is late—and the problem is in our hands."

(Underlining these statements was the assertion of another AAR spokesman, P. H. Matthews, that "Congress in acting on legislative proposals, is paying more attention every day, to the needs and desires of shippers.") "Ordinary intelligence as well as daily experience tell us of the crises we must solve if we are to retain an effective network of railroads as a private business enterprise," said Mr. Wright, who is general traffic manager of the Carborundum Co. at Niagara Falls.

"It is not enough," he continued, "to look with alarm at the 'gray area' or to be informally critical of illegal transportation being performed around us (if not for us), or say it's a problem for the Interstate Commerce Commission to solve. It's not enough to write to our state or national legislators. If we are to have in this generation, and to leave for the next generation, a rail transport system owned and managed by businessmen—not government—and if we have the depth of foresight to realize when bold ingenuity should be called on and exercised, we should not longer delay. The challenge to industrial, commercial and private institutions of all kinds is unmistakable.

"We of the National Association of Shippers Advisory Boards, whose experience is comprehensive and long, must meet that challenge. Our legislators have shown they cannot answer. Our regulatory authorities plead lack of power or personnel. Apparently the greatest minds in the world of finance have become exhausted. Even the White House offers only stop-gap hope. Thus it remains for the users—who comprise the only group who can give the answer, and bring to a halt an avalanche that can crush railroad transportation.

"It is my hope that the vigorous attention of the nation's best industrial traffic men—and the best brains of the railroad industry—will resolve plans of leadership on behalf of this single cause."

Mr. Loomis, echoing Mr. Wright's words, asked—even, as he said, "pleaded"—for shippers' help "in the area where progress is needed most, but has gained the least—in the vital area of national transportation policy and laws. This is the area that will determine the kind of climate in which railroads will be operated in the future—whether the climate will be such as to favor healthy railroad growth and achievement under continued private ownership and operation, or whether it will continue to frustrate healthy growth."

Up to now, Mr. Loomis went on, "too much of our time and energies have had to be dissipated on the defensive merely to maintain the status quo. Too little has gone to support the positive measures needed for improvement. We have been kept so busy putting out fires that urgently needed corrective measures have gone largely unattended. . . . An adequate fire department will continue to be necessary for the future" to guard against such "potentially disastrous attacks" as the so-called "Hoffa bill." "But what is needed is a wholly fresh approach, geared to the competitive realities of today."

Such an approach, Mr. Loomis said, is embodied in the railroads' "Magna Carta for Transportation." This he described as "a positive, forward-looking program—a sound program—an urgent program—a practical program from the standpoint of early legislative enactment."

Additionally, "and in a very real sense," he said, "it is not a railroad program. It is rather a distillation of the best thinking of some of our most distinguished transportation authorities over the years. Since World War II, transportation and transportation policy have been the subject of seven major studies by Congress and other agencies of government. Every one of the Magna Carta proposals has been previously recommended in one or more of the reports.

"It is a new program only in the sense that it brings together for the first time the best recommendations to come out of the numerous objective studies made since World War II. Enactment of the entire program would pave the way for a great new era of progress and development among all forms of transport under the revered banner of private ownership and operation. The need to achieve and maintain a healthy efficient transport system was never more pressing or vital than it is today when the nation faces unprecedented international tensions and crises that may any day test our transportation capabilities to the utmost.

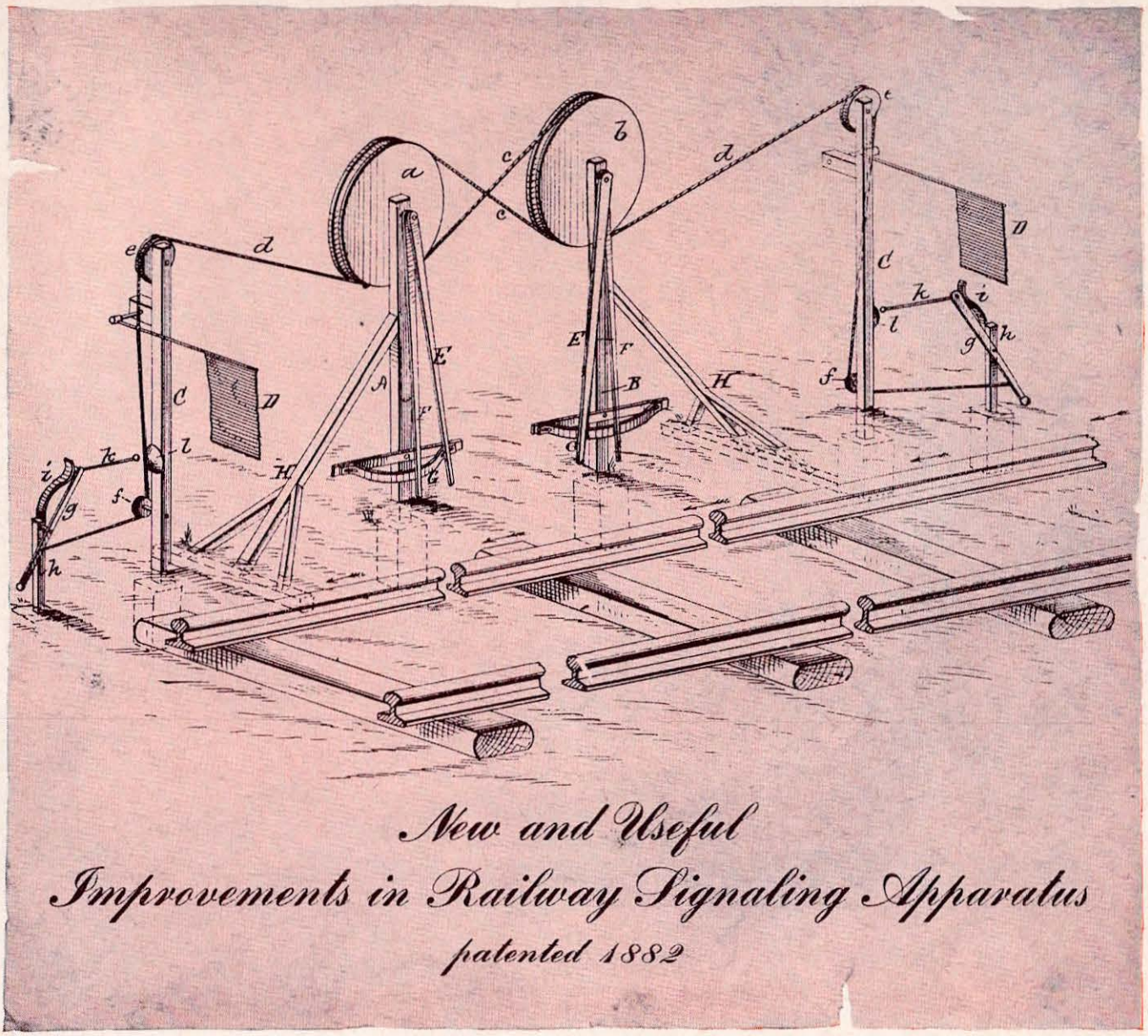
"The time to prepare is now—not after the shooting begins."

L&N Spends $1.8 Million For Interest in C&EI

Appealing to the Interstate Commerce Commission for authority to directly control Chicago & Eastern Illinois, the Louisville & Nashville revealed that it has invested $1,861,700.50 for a 27.5% interest in C&EI. L&N said that it has placed 144,636 shares of C&EI stock and 119 convertible debentures in trust with The Bank of New York pending ICC action on its control bid.

Missouri Pacific, beneficial owners of 14% of C&EI voting stock, had previously asked ICC for authority to gain control of the Chicago-based road (RA, Sept. 25, p. 9). One former C&EI shareholder (L&N now owns his interest) looks for the Commission to favor joint L&N-MP control. Both petitions leave the door open for such joint control but each cites greater advantages accruing from single-system operation.

L&N told the Commission that it could restore the financial integrity of C&EI and, by gaining control, would strengthen its car fleet, help attract traffic and "greatly enhance" industrial development along C&EI lines. L&N also said that it plans operating economies through coordination of train, terminal and station operations, consolidation of repair shops, improved maintenance-of-way techniques and consolidation of some departmental functions.



Railroad signaling has come a long way since this mechanical flag waver. Today, the safety and efficiency of railroad signaling systems depend on reliable components like USS Tigerweld Rail Bonds. We're proud of the way we make our signal bonds. They're strong, easy to install, and long lasting. Every manufacturing step is keyed to give you the best possible bond at the most economical cost. Tigerweld Bonds are machine butt-welded to give the strongest possible joint between the strand and the terminals. The butt-weld is actually stronger than the strand.

There's a USS Tigerweld Signal Bond for every type of service and every installation method. You can weld them, apply them mechanically, or use the new exothermic welded method. Complete information is available by writing American Steel and Wire, Dept. 1430, Rockefeller Building, Cleveland 13, Ohio.

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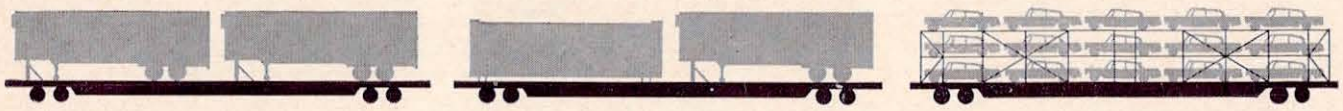
NEW PIGGYBACK VERSATILITY WITH **ACF** LOW-LEVEL ***HITCH HIKER***

Newest addition to ACF's "Transport Package," the service-proven Low-Level Hitch Hiker flat car adds new dimensions to piggyback operations. This car offers piggyback shippers and carriers the advantages of a low, low profile that eliminates clearance problems and provides 5-way versatility:

- with ACF Trailer Hitches will carry two 40-foot trailers.
- with ACF Cushion Cradles will carry two 40-foot containers.
- will carry a trailer and container simultaneously.
- will carry auto racks.
- flush deck permits conventional flat car service.

A low-level flat car, with a truly flat deck, full length, to avoid complicating piggybacking, the ACF Low-Level Hitch Hiker offers these additional benefits:

- compatible with flat cars of different deck heights and will negotiate the same curves.
- stands just 32½" above the rail.
- weighs 11,000 pounds less than its predecessor.
- outside width 8' 10", inside width 8' 2".
- comes equipped with two ACF Trailer Hitches.
- negotiates a 16° curve coupled to a standard box car.
- ruggedly built for minimum maintenance.



MORE MILEAGE FOR PIGGYBACKING

By eliminating the clearance restrictions previously imposed by many tunnels and bridges, the new ACF Low-Level Hitch Hiker opens new track miles to piggyback operations. The low, low profile of this unique flush-deck flat car enables any size trailer, any size container or any auto rack to be shipped to virtually any destination—faster, more economically than ever before. By thus extending the scope, flexibility and mileage of piggybacking, the outstanding ACF Low-Level Hitch Hiker flat car is helping industry achieve greater savings in shipping costs.

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ACF INDUSTRIES

New Trailmobile trailers and containers roll in crack Tofcee Service!

It may not be easy for you to evaluate the difference between one make of trailer or container and another. To all outward appearances they look pretty much alike. But you **can** evaluate experience—which may be why more and more leading rail carriers are specifying Trailmobiles.

The fact that we've been making trailers for nearly half a century may come up a small point on paper . . . but we believe it takes on significant proportions in the finished product — which is why we say: When containers — or conventional piggy-back trailers — figure in your plans, be sure to check first with Trailmobile. It's a good place to put your confidence.

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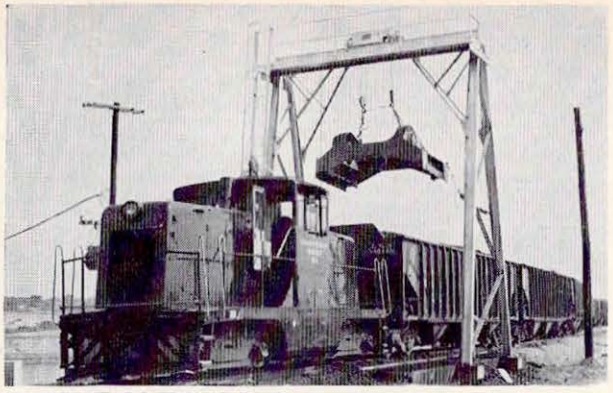
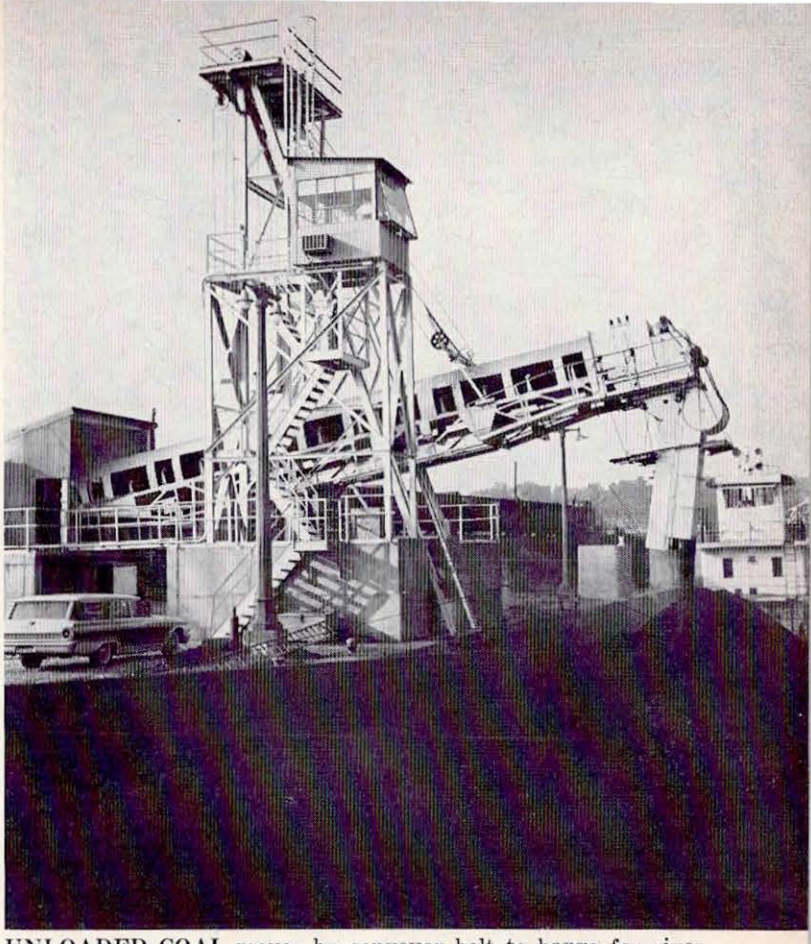
PULLMAN



REMOTE-CONTROLLED diesel switcher moves cars into position over unloading chute at car shaker.

OPERATION SPEED-UP—10

Rapid Turnaround Improves L&N Coal Car Utilization



UNLOADED COAL moves by conveyor belt to barge for river transport to a generating plant. Conveyor belt housing can be raised or lowered, as needed, for smooth operation.

At Florence, Ala., a railroad-conveyor belt-barge line combination is now channeling coal to a Tennessee Valley Authority steam generating plant on the Tennessee River, near Colbert, Ala., at the rate of 750,000 tons a year, with room for expansion.

The push-button rail-to-barge coal transfer facility is operated by Transportation Services, Inc., a privately owned concern that has contracted to transfer the coal. The entire operation at Florence—including coupling and uncoupling, switching, opening and closing doors on the hopper cars and operation of the 44-ton switcher locomotive—is controlled remotely by a single operator in a centrally located coal tower (RA, June 5, p. 9).

Modern as the coal-transfer facilities are, they are matched by the train operations that deliver coal to the Florence facility. Key to the entire operation is the quick turnaround arrangement of the coal train operated by the Louisville & Nashville. Its tight schedule is based on the use of the two sets of equipment for the approximately 500-mile round trip. It is one of the L&N's fastest freight traffic movements.

The operation is accomplished by two runs. The first one begins at L&N's Howell Yard near Evansville, Ind., at 9:00 p.m. every night. A two-unit diesel with a load of empty hoppers moves out on the main line to the Earlington, Ky., mining district, 52 miles away.

At Earlington, the empties are dropped and the waiting trainload of coal is picked up. Currently, the consist averages 38 70-ton hoppers. The 107-mile run to Radnor Yard, near Nashville, Tenn., is completed by 5:00 a.m.

At Radnor, the train moves directly to the departure yard. There, a four-unit diesel, needed because of grades between Radnor and Florence, is coupled on for the final leg of the run to the coal transfer facilities.

By 11:00 a.m. of the following morning, the train of 38 cars of coal has been delivered to the Transportation Services facility at Florence, where the remote control transfer to barges takes place.

After delivering the coal, L&N uses the diesel units to service the Florence industrial area and returns them to Radnor, stopping en route to service the industrial area at Mount Pleasant, Tenn. The four units are scheduled into Radnor at 5:00 p.m. Only two units are needed for the return trip to Howell, which is reached at 1:00 a.m., the second morning after departure of the first run from Howell.

The second run leaves Radnor at 9:00 p.m., the same time the first run is departing from Howell. Using three diesel units, it arrives in Florence at 3:00 a.m. There, it picks up empties and returns to Radnor (after servicing Mount Pleasant both ways). Arrival at Radnor with the empties is scheduled for 9:00 a.m. From Radnor, the empties are returned to the Earlington mining district by regular freight.

To expedite handling of the cars at Florence, the L&N is constructing 2,500 ft of new track in the coal transfer yard area.

After L&N crews cut off the motive power and run out on an empty track, the loaded coal cars on the incoming track are cut-off in 10-car cuts by the remote-controlled switcher and moved over the hopper. There, push-button controls operate motors that first open and then close hopper doors on the cars. After each 10-car cut has been unloaded, the remote-control engine shunts empties down the empty track for later pick-up.

The Transportation Services unloading facility at Florence has a capacity of 3,000,000 tons of coal a year. Coal is supplied by the West Kentucky Coal Co. from mines near Earlington. The barge line, which handles the movement from Florence to the TVA steam plant at Colbert, is operated by the Arrow Transportation Co.

Talgos Work Well In Spain

Madrid to Hendaye is a fast, pleasant ride on the Spanish National Railway's Talgo trains. It's a little rough riding, to be sure, but not any more so than on conventional trains over the system's superannuated rail, and a great deal faster. On many stretches newly laid with continuous welded rail and concrete ties, the ride is fine. It is a run of nearly 400 miles, much of it through rugged terrain. The average speed is 46.6 mph, with top speeds of 87 on track where other trains are restricted to less than 60.

Meals are served at seats, airplane style, but much more to eat, and good. The trains are popular with Spanish travelers. Only the compounding of Talgo charges and reservation fees on top of the first class fare keeps them from being daily sellouts.

Three of the ACF-built trains are now in service. Two have been in continuous use since July, 1950; the third since 1959. With more than 10 years' operation behind the first two, there are a number of impressive statistics available to back up their practicality. The safety record is perfect. Only two road failures attributable to the cars have occurred in 2.2 million miles of service. Neither failure resulted in lost time in excess of four hours. The original diesel engines have been replaced by Maybach's; otherwise the trains are substantially unchanged since delivery 11¼ years ago. Their appearance, inside and out, is "like new." All the original upholstery and trimmings are still in service.

The trains have been maintained by the Talgo Patents Co. under contract for the railway, much as is Pullman Co. equipment in the U.S. The three trains are in a pool, working four days a week in each direction between Madrid and the French border at Hendaye, 398 miles, and every other day between Madrid and Barcelona, 429 miles.

With 13 units trailing, the Talgo's weight per seat, including motive power, is only 1,660 lb. Diesel fuel consumption is reported to have averaged just .595 gallons per mile over the first 10 years of operation, auxiliary services included.

The railway would like more Talgos. Limited capital expenditures on the railways, and emphasis on rehabilitation of the track, has delayed a program which envisages 20 more complete trains.

ANOMALY: Talgo is Spain's cheapest train to operate—most expensive to ride. RESULT: 40% of seats (on the average) go begging on the country's best train.

Robert G. Lewis

PUBLISHER

C&S GROUP TOLD: 'SET NEW GOALS' (*Continued from page 9*)

or substituting something newer and better or not replacing it at all; while in the second instance, replacement at mid-life to overcome obsolescence or abandonment must inevitably incur a serious cost penalty. Indeed, would not five years be preferable to ten years?"

Another speaker, AAR Vice President C. D. Buford, stressed the need for continuing investment in technological change—but, he noted, while the railroads "have the know-how, they lack the money and in many respects the freedom to earn it."

"If war should come," said Mr. Buford, "the great technological advances they have made since 1941 will prove invaluable. But in the interest of the security of North America, especially in this time of crisis, the railroads' technological know-how must be given far wider application."

The application of electronics to railway signaling and communications was discussed by Franklin George, assistant to executive vice president, General Railway Signal Co. He noted that the first application of electronics in industry, for purposes other than communications, was by the railroads. This was the cab signal system installed on the Pennsylvania about 40 years ago.

"The uses of electronics in signaling," he said, "are practically unlimited. We have scores of applications that are in the design and testing stages right now."

J. W. Hansen, manager headquarter sales, Union Switch & Signal, told the meeting that "it is now technically possible to build a fully automatic railroad, even to the point of actually operating the trains."

Mr. Hansen made a careful distinction between "remote control" and "automation." A remotely controlled system, he noted, may contain many automatic features but decisions are made by an operator; a fully automatic system is self-regulatory and self-acting.

While the most pronounced aspect of automation is the reduction in labor force, said Mr. Hansen, another benefit is more efficient operation.

"I think we all realize that it will be many years before we see a completely automatic operation on our main lines," said Mr. Hansen, "but with the high state of the signaling and communication art, isn't it possible that we are much closer to even more remote and automatic control than we realize?"

The ideal starting place for automation, in Mr. Hansen's view, is a 100- to 150-mile non-passenger road, where principles and equipment could be developed for gradual application to more extensive operations.

"It is our belief," he asserted, "that the maximum utilization of the complete railway plant can best be accomplished by the application of automatic equipment wherever economically justified."

Financial aspects of grade-crossing projects were discussed by D.M. Noell, chief signal engineer, Board of Transport Commissioners of Canada. He noted that the Railway Grade Crossing Fund, established in 1909, provides financial assistance to projects for the protection or elimination of railroad-highway level crossings.

He said that generally, for automatic protection, the railway contributes 7½% (compared with 10% in the U.S.) and the highway authority 12½%, with the remainder coming from the Grade Crossing Fund. For level crossing elimination, the railway company pays 5%, the highway authority 15% and the Fund 80%.

He pointed out that since no contribution may be made from the Fund for operation and maintenance of automatic protection, these costs are generally shared equally between the railroad and the highway agency. No grant may be made from the Fund unless the crossing has been in existence for at least three years.

The following new officers were elected: chairman, S. W. Miller, superintendent communications, Nickel Plate; first vice chairman, H. B. Garrett, signal engineer, Southern Pacific; second vice chairman, J. H. Wallis, superintendent of communications, Baltimore & Ohio. The 1962 annual meeting will be held at the Sheraton-Chicago Hotel, Oct. 23-25.

Mergers: Public Stake Debated

► **The Story at a Glance: Unanimous agreement that "certain mergers" could be in the public interest—but disagreement on specific proposals—characterized NARUC's workshop on "Railroad Mergers and Consolidations." Four speakers, representing respectively state and local public interest, railroad management, railroad labor and national public interest, led the discussion in the closing session of the 73rd annual convention of the National Association of Railroad and Utilities Commissioners.**

The emphasis upon savings to the railroad involved, as a reason for seeking public approval of proposed rail mergers, "seems to be a pitch for buying a pig in a poke." That, at least, is the opinion of Jack Holmes, chairman of the Montana Railroad Commission, who spoke on "The Public Stake in Railroad Mergers and Consolidations" before the 1961 NARUC convention.

"I don't think any state commission should endorse any merger until railroad management has been honest and forthright in telling us exactly what changes are contemplated in service for the public," Mr. Holmes said, noting that "the main trouble is that the effect upon service will not become apparent to the public until years after any merger is accomplished."

This did not mean, Mr. Holmes said, that the public should oppose all mergers, but that the public—as represented by the state commissions—should oppose mergers that presented "only a financial benefit to the railroads without a similar benefit to the public."

"The View of Railroad Labor on Railroad Mergers and Consolidations" was presented by George M. Harrison, grand president, Brotherhood of Railway Clerks.

Clair M. Roddewig, president of the Association of Western Railways, gave "The Railroads' Point of View on Mergers and Consolidations." "Management's basic point of view is not greatly different from that expressed here on behalf of the public, nor is it likely to be greatly different from that to be expressed on behalf of labor, or that to be expressed on behalf of the regulatory authorities," Mr. Roddewig said. "That is not to say, however," he added, "that there may not be differences of opinion in given cases as to the application of this basic point of view." Mergers and consolidations are necessary under circumstances today, Mr. Roddewig said, "and will help materially to prolong the existence of the railroad industry as a part of our privately owned, free-enterprise economy."

"Railroad labor is not opposed, and never has been opposed, to railroad mergers as such," Mr. Harrison said, adding that he was talking about mergers that would "strengthen competition between the various railroads and help make possible the providing of better —and more extensive—service to the public through conferring greater strength to certain carriers." Against this concept, Mr. Harrison said, the "present proposals for merger in the railroad industry clearly fall short," since they are based on abandonment of track and reduction of facilities.

"The State Role and Problems in ICC Proceedings" relating to mergers and consolidations was discussed by Vernon V. Baker, director, Bureau of Finance, ICC.

Mr. Baker noted the "real and close community of interest" between the Interstate Commerce Commission and the various state regulatory commissions dealing with surface transportation. "Certainly, our ultimate goal is and must be the same," Mr. Baker said: "to foster the achievement and maintenance of a healthy transportation system adequate to meet the needs of commerce and the national defense. . . . I would like to think that none of us will adopt a narrow or provincial attitude based, perhaps, upon the short-range interests of a particular state or community or of particular transportation companies. I believe a broad, statesmanlike attitude to be especially essential in dealing with . . . mergers and consolidations."

The ICC has been given, Mr. Baker pointed out, wide discretion in passing upon railroad mergers. The Commission must "give consideration to the national transportation policy as expressed by Congress, and it is enjoined specifically to give weight to the following matters: (1) the effect of the proposed transaction upon adequate transportation service to the public; (2) the effect upon the public interest of the inclusion or failure to include other carriers in the territory involved; (3) the total fixed charges resulting from the transaction and (4) the interests of the carrier employees affected," he said, adding, "The language and legislative history of section 5 [of the Interstate Commerce Act] make it clear that its purpose was to encourage consolidations and mergers of railroad properties into fewer systems."

Mr. Baker declared that the term "consistent with the public interest" defies "more specific definition. Each case must be decided on its individual merits."

This means, Mr. Baker said, that the "Commission does not consider it to be its duty, nor to be in the public interest or in conformity with the intent of Congress, that it withhold action upon applications filed with it awaiting the formulation of an ideal master plan with which all consolidations must conform. Such a concept and method has been tried and found wanting, and was rejected by the Congress when it amended the law in 1940."

This method, Mr. Baker asserted, "would be workable only if coupled with power in an agency of the government to compel the railroads to effectuate mergers in conformity with a master plan. This would verge upon nationalization of the railroads—a step abhorred by substantially all persons in public and private life who are conversant with transportation problems . . . It seems to me that mergers which are evolved initially from study and bargaining by hard-headed business men and engineers in the industry, which withstand the test of public hearings at which all interested parties may produce evidence and argument, and which are found by the ICC to meet the statutory test of consistency with the public interest, are much more likely to prove successful and practicable in meeting the needs of commerce."

In closing, Mr. Baker took the opportunity to "comment upon the utter futility of, and the resulting unnecessary burden cast upon the ICC and other parties to proceedings, by campaigns directed toward seeing how many persons can be persuaded to write to the ICC or to intervene in its proceedings in support of or in opposition to specific merger proposals. . . .

"In one of the proceedings before us," Mr. Baker said without saying which, "it seems that each of the applicant carriers has actively solicited every business, trade group, municipality or subdivision thereof, in their territory, to file an intervening petition or letter supporting the particular carrier. In this proceeding we received about 1,500 petitions of that character, more or less evenly divided between the two contesting carriers, and in addition, thousands of letters. . . The ICC has heretofore been very liberal in permitting intervention, but unless such campaigns, which might well be characterized as childish, cease, it probably will be necessary to tighten up its rules of practice to be more restrictive in this respect."

New Group Presents Rapid Transit Views

W. J. McCARTER
Chicago Transit Authority

The Institute for Rapid Transit, formed in Philadelphia last June as successor to the Transit Research Corp. is a trade association with a mission. As its founders were prompt to announce, the Institute was formed to "facilitate and accelerate" the "trend toward rapid transit."

"There is much evidence," the institute said recently in its newsletter, "that we stand at the threshold of a substantial expansion of new rapid transit facilities as well as the modernization of existing rapid transit and commuter railroad properties. This has been brought about as a result of the continually increasing congestion in all major cities. Many public officials—including some highway engineers—are now aware of the fact that the private automobile and highways alone cannot supply all the transportation requirements of large metropolitan areas. The need for grade-separated rapid transit is now recognized in many areas."

Eight specific goals were listed as objectives of the institute:

- "To develop promotional concepts and procedures for demonstrating the need for development, expansion and modernization of rapid transit in metropolitan areas.
- "To promote and coordinate technological advancement by operators, manufacturers, contractors and others in the areas of vehicle, propulsion and wayside equipment, structures and facilities.
- "To encourage the establishment of equipment standards without discouraging progress or new contributions to the art.
- "To collect and analyze data on technologies and developments pertinent to the industry and to make this information available to its members and to those outside the industry who request such assistance.
- "To cooperate with the American Transit Association on rapid transit matters and to work with existing and future specialized ATA Committees interested in rapid transit subjects.
- "To maintain liaison with other allied organizations, providing information to them and encouraging their assistance in achieving for rapid transit increased public acceptance, inclusion in areawide planning and improved financial stability.
- "To serve as spokesman for the industry when statements within the scope of its activities are required.
- "To study the coordination of rapid transit and suburban railroad planning when requested."

Transit Research Corporation, predecessor to the Institute for Rapid Transit, was an industry owned equipment research organization. (TRC and its predecessor, the Electric Railway President's Conference Committee, were responsible for the development of the PCC streetcar design. More recently, TRC had been working with the industry in the development of light-weight, high-speed rapid transit equipment.) The Institute for Rapid Transit does not plan to become involved in the details of design, but, it says, it does plan to continue the efforts of Transit Research Corporation to obtain improved rapid transit facilities and techniques by acting as a centralizing face and catalytic

For Our Cities: 'A Critical Stage'

Operators of metropolitan rapid transit systems banded together with their equipment manufacturers and suppliers recently to form the Institute for Rapid Transit (RA, June 12, p. 10). To find out what the new organization hopes to accomplish, Railway Age interviewed its president, Walter J. McCarter, who is also general manager, Chicago Transit Authority.

Q. Why has the Institute for Rapid Transit been formed at this time?

A. It is a successor to the Transit Research Corporation formed in the early thirties when transit in general was in trouble. The result of that was the PCC car. Now we're at a critical stage in our cities with respect to another specialty—rapid transit. Some of us feel that the only way we can correct the traffic situation, the only way we can preserve our cities in their present form, is by more rapid right-of-way mass transportation. We don't feel that there has been the proper spokesman for that. We don't think there has been enough research done by certain manufacturers and suppliers to be sure that we have the best forms. We formed this organization with general managers of presently operated rapid transit systems as directors. We also have the support of the manufacturers. We feel that people who think the private auto can do everything are so vocal that we need to have a concentration of our thinking and our promotional work on this particular phase of the transit problem.

In thinking of rapid transit, I think of commuter railroads, also.

Q. What is the main obstacle to developing efficient metropolitan transit systems?

A. The proper allocation of public monies to the real solution of the problem.

Q. What can the Institute to about this?

A. Educate the public, public officials and everyone connected with solving metropolitan problems to convince them that there should be a careful look at the way public money is spent so it will provide the most economical solution to the entire metropolitan problem.

Q. Should the federal government have a role here?

A. Definitely, yes.

Q. What can the local community do?

A. I think the final solution will be a combination of the federal government and local governments combining on what will finally be the proper solution.

Now there are several solutions. One of them is the Moorhead bill which permits the local government to put its faith and credit behind part of a loan to modernize a rapid transit system and permits the federal government to put

agency between the operators and manufacturers."

Charter members of the Institute for Rapid Transit, as announced at the organizational meeting in June (RA, June 12, p. 10) are:

- Chicago Transit Authority
- Cleveland Transit System
- Metropolitan Transit Authority (Boston)
- Pittsburgh Railways Co.
- Toronto Transit Commission
- General Electric Co.
- General Steel Industries
- Pullman-Standard Div. of Pullman Inc.
- St. Louis Car Co.
- Westinghouse Air Brake Co. (Air Brake Div.)
- Westinghouse Electric Corp.

All of the charter members of Institute for Rapid Transit were stockholders in Transit Research Corp.

C. D. PALMER
Pittsburgh Railways Co.

D. C. HYDE
Cleveland Transit System

Since the organizational meeting, Montreal Transportation Commission and Westinghouse Air Brake Co., Union Switch and Signal Div. have become members. The Atlanta Transit System, the Budd Co. and Adirondack Steel Castings have applied for membership, the newsletter reports.

Direction of the institute is in the hands of a board of directors, consisting of non-manufacturers. The initial board of directors consists of five members:

- D. C. Hyde, general manager, Cleveland Transit System.
- J. C. Inglis, general manager, Toronto Transit Commission.
- W. J. McCarter, general manager, Chicago Transit Authority.
- T. J. McLernon, general manager, Metropolitan Transit Authority.
- C. D. Palmer, president, Pittsburgh Railways Co.

Officers of the Institute for Rapid Transit are: W. J. McCarter, president, Donald C. Hyde, vice president-treasurer, and David Q. Gaul, executive secretary.

The Institute for Rapid Transit is now offering memberships to operators and suppliers who were not stockholders in Transit Research Corp., it reports in its newsletter, adding, "We anticipate a substantial increase in membership as a result of this drive. We would be pleased to hear from anyone interested in the Institute for Rapid Transit who has not already heard from us." Those

T. J. McLERNON
Metropolitan Transit Authority

J. G. INGLIS
Toronto Transit Commission

eligible for membership include:

- "Operators of rapid transit.
- "Operators of suburban railroads.
- "Operators and agencies planning rapid transit.
- "Operators and agencies in cities where rapid transit may be desirable but is not now planned.
- "Car builders.
- "Equipment, material and power suppliers.
- "Contracting and consulting engineering firms.
- "Planning and professional organizations.
- "Designing and architectural firms.
- "Educational institutions.
- "Other organizations or individuals which in the opinion of the board of directors have an appropriate direct or indirect interest in rapid transit may be granted membership."

its faith and credit behind the other half of the loan.

Q. Should the non-user of public transportation bear any of the burden of providing this service?

A. I think the non-user of rapid transit who is interested in the preservation of our present way of life in our metropolitan areas and maybe the non-user who has caused many of the problems that we now face in public transportation should contribute just like I contribute to schools even though I have no children attending them.

Q. What must be done to maintain privately owned rail commuter service on a sound economic basis?

A. My own pet theory is that public transportation agencies—and highway agencies are a new designation of a public transportation agency—should provide the right of way up to the top of the rails, maintain it and contract with present operators to give the service at a reasonable rate. On that basis we could compete with bus service. Buses are furnished the highway, signals, everything.

If we are thinking only of economics, under present private ownership theories we would all quit and operate buses. If they support auto and buses by giving them highways and expressways they should support commuter railroads and rapid transit in the same way.

Q. You said that there hadn't been enough research by manufacturers and suppliers. Should they bear the full cost of research and of testing new equipment?

A. I think they should bear what I call the initial burden and that operators like us should bear some of the burden of testing equipment after it has been produced experimentally. Of course, an operating company like ours does some research, but I don't think we should do the kind of research that the manufacturers should be doing for developing equipment.

Q. What changes can be expected in equipment and facilities?

A. I don't think any radical changes will be made all of a sudden. Here in Chicago we're working with several manufacturers on high-speed trucks and high-performance cars. They are not in service yet because we're finding bugs that have to be cleared up. We are doing the research with them and from the standpoint of speed you might say there's going to be a radical improvement. I think maybe from the standpoint of comfort in riding there will be some improvement. If you are thinking of some of the exotic forms of transportation, I hope somebody tries them out.

I'm going to watch the Seattle monorail with a great deal of interest. From the standpoint of monorail, it's a wide beam with more wheels on it than the rapid transit car has. But if that is what it takes to sell rapid transit, I'm for it.

Quill Asks 'Socialized' Transport

"Socialization" of all transportation was included among goals proposed for the Transport Workers Union of America by the union's president, Michael J. Quill.

In his 186-page report to the union's 11th Constitutional Convention in New York City, Mr. Quill also urged a four-day, 32-hour work week for his transport employees; the harnessing of "automation-run-wild" ("This challenge must be met!"); a bar on mergers, consolidations, and abandonments "pending their consideration by the Federal Department of Transportation and in no event approved or permitted unless the continued earnings of the workers are guaranteed"; and the formation of a National Labor Party to see that these recommendations—and more—are implemented.

Mr. Quill also strongly criticized the merged labor movement for lack of growth and leadership in every avenue of American life.

The union leader reiterated demands for wage increases up to 15% for subway, bus, railroad, and utility employees; pension increases for those already retired; and full employer-paid hospital and medical insurance for all pensioners. He also called for effective regional planning to combat the serious problems of traffic congestion strangling the transportation facilities of the country's major cities.

In his "socialization" plea, Mr. Quill stated: "We believe that all transportation—both ground and air—and all utilities should be owned and operated by the federal government. The profit motive must be taken out of these most important public services. Interest paid to bondholders and stockholders must be eliminated."

Mr. Quill had in mind a tool with which to carve out his goals. "Organized labor can no longer delay the formation of a National Labor Party in the United States," he said. "The American people cannot depend on the present two-party system which plays footsie under the table with the lives, fortunes, and destinies of all of us."

Mr. Quill also urged that the AFL-CIO, with which the TWU is affiliated, take back James Hoffa's Teamsters Union into the merged labor organization. "Local, state, and federal law enforcement agencies have made Hoffa an honest man," said Mr. Quill. "There's no use keeping him out of merged labor."

Mr. Quill's program was to be debated for possible endorsement during the convention, which ended Oct. 6.

Four Roads Await Outcome Of Public Merger Hearings

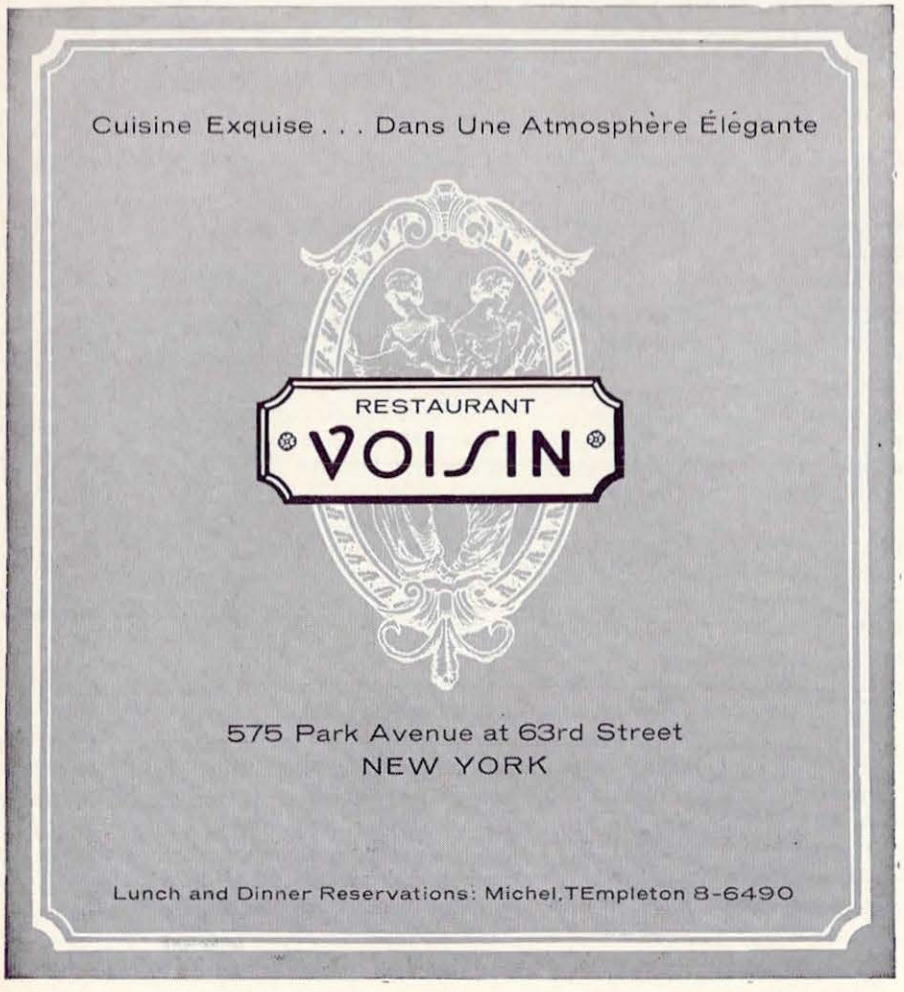
Merger hopes of four western railroads hinge on the outcome of public hearings scheduled to begin Oct. 10 in the U. S. Court House in St. Paul, Minn.

With ICC Examiner Robert H. Murphy presiding, Presidents Robert S. Marfarlane, NP; John M. Budd, GN; and Harry C. Murphy, CB&Q, will lead off the parade of witnesses presenting the "case in chief" for consolidation of Great Northern, Northern Pacific, Burlington, and Spokane, Portland & Seattle into the proposed 24,000-mile Great Northern Pacific & Burlington Lines. Some 20 witnesses will appear on the stand during the first phase of the hearing, which is expected to last three or four days.

The hearing will then be recessed for at least a month. It will reconvene, presumably in St. Paul in mid-November, for cross-examination of original witnesses and direct and cross-examination of public witnesses. Before Examiner Murphy can prepare his report to the Commission, circuit hearings will be held in a dozen or more major cities along the routes of the merging lines. The circuit hearings are not expected to be completed until after July 1962.

Latest figures available show about 150 intervenors having petitioned the Interstate Commerce Commission for leave to intervene in the merger hearings. According to GN-NP-CB&Q analysis, only 14 of these are in opposition and 122 support the merger proposal. The remaining petitioners are either intervening to protect their interests or to ask for the imposition of certain conditions.

A final ICC decision in the western roads' merger application is not expected before January 1963.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SNOW MELTERS (*Continued from page 14*)

of them control three switches each and three control four switches each.

When the selector switch is set at its first position, one-third of the peak load is being used and two control centers are taking power at the same time. At the second position, one-half the peak load is being consumed by three control centers at one time. At the third position, two-thirds of peak load is being taken by four control centers at one time. At the fourth position, 81.25% of the peak load is being consumed for 45 sec of each minute by five control centers simultaneously. When set at the fifth position, the peak load is being used and all the heaters are powered for the full minute.

To activate the system, the tower operator throws a switch on the timer. Initially, he sets the selector switch at the first position. If he observes that the snow is not melting fast enough and is accumulating at the switches after a reasonable period of operation, he then turns the selector switch to its second position. He continues to observe the snow-melting process and adjusts the selector switch until the switch points are clear of snow.

The timing device has indicating lights on its cover to reveal how it is functioning. Five red indicating lights show the position of the selector switch. Also, there are six green indicating lights each of which lights up when the control center it regulates is taking power.

C&NW reports that its experience to date with this installation has been only during one mild winter. However, the heaters functioned satisfactorily during two bad snow storms, one of which deposited an 8 in. snow cover in about 10 hours while the other dumped 13 in. of snow in 20 hours. The road also reports that the electric switch heaters proved economical.

Where switches are out of visual range of a dispatcher or operator, as in traffic control territory, a means of detecting snow, in a quantity detrimental to switch operation, has been found to be advantageous. A recently developed snow detector may be used to turn switch heaters on and off, or to signal the dispatcher that snow is accumulating. One detector, made by the Rails Company, has sensing heads that are heated when the temperature lowers to a predetermined and preset point. Hail, snow and sleet falling on the head are melted and the resulting moisture turns on the heaters. The sensing heads are placed in the track close to the switch point and, in some instances, underneath it so that they will be affected by conditions in this area. Some railroads use two of these sensing devices at a switch, one at the switch points and the other on a nearby pole.

One interesting installation of this sensing device is at a spring switch in automatic-signal territory where there is no available control for the dispatcher to use for operating the switch heaters. A sensing device is located under each switch point to minimize physical damage. These turn on electric switch heaters at approximately 38 deg. F at such times that the moisture-sensing head becomes effective. Further protection is governed by the position of the switch points. If ice should drop from a passing train and prevent the points from going to their normal position, the sensing device keeps the switch heaters in operation until the switch obstruction has been cleared and allows the points to return to their normal position.

Another sensing device has a bowl for collecting snow and sleet, which is heated electrically whenever the outside temperature goes below a preset level. The melted snow cuts in current for electrically igniting the switch heaters. The current heating the bowl is controlled so that it will melt snow as long as the outside temperature is above 15 deg. F, at which point additional current is supplied for melting snow below this temperature, keeping the device operative.

RAILROADING AFTER HOURS WITH JIM LYNE

AGENT WANTS 2-BIT RAISE—In our September 18 issue we invited non-ops to tell us whether or not they agreed with us that the No. 1 item among non-ops' desires is not a raise of two bits an hour, but rather to be working for a growing industry, with enlarged opportunities for employment and promotion.

Most of the letters we've received from non-ops endorse our opinion. I have one that doesn't, though. It comes from a station agent on a railroad in the Chicago area. This agent says—yes, he wants the two bits; and, to support his choice, he enclosed a newspaper clipping reporting the substantial salaries paid to some chief railroad executives.

An increase of 25¢ per hour for non-ops would cost railroads $274 million. If applied to all employees, the cost would be around $340 million. The total pay of all "executives, general officers and assistants" in 1960 was less than $100 million—so if all these officers would work for nothing, railroads still wouldn't have the money to pay two bits more an hour to non-ops.

WHAT'S AN EXECUTIVE WORTH?—The salaries of top executives are determined in a competitive market. Hence, they have no similarity to wages determined by collective bargaining. Directors could doubtless fire a $75,000-a-year chief executive and get a replacement at one-third the money, or less. The only trouble is that the fellow you have to pay the big money to probably will be the better bargain of the two—when you compare his performance to that of a less skillful substitute.

Hiring top-grade executive talent (compared to that of mediocre ability) is the most remunerative investment any company can make. It pays far more than it costs, or the practice would stop, because there is no organized coercion that forces its continuance.

BIG DIFFERENCE BETWEEN RAILROADS—The Security Research Bureau in Philadelphia has come out with its 1961 edition of "Comparison of Certain Railroad Indicators" (thanks to President Henry Lyne for sending me a copy). The report tabulates performance statistics of principal railroads—comparing 1960 with 1959 and with the 1947-49 average.

Take operating revenue: Class I roads as a whole were up 6% in 1960 over 1947-49; the Eastern roads (aside from Pocahontas) being down 5.6%, Pocahontas up 14.2%, the South up 10.3%, and the West up 14.3%.

Strangely enough, the individual railroad showing the largest percentage increase (38.5%) is in the East. Moreover, the road suffering the biggest decline (30.6%) is also in the East.

These tables show the great diversity that exists between railroads, regardless of their areas, and suggest how few general statements can be made about railroads which will be equally true of all companies.

RLEA Plans for 1962 Congress

► **The Story at a Glance: The Railway Labor Executives' Association may propose to Congress next year a definite program for revamping the financing plan of the Railroad Retirement System. It will also continue its drive for legislation which would give the ICC power to prescribe rules for inspection and repair of cars, tracks and bridges, and it may revive its dormant proposal to give the Commission power to prescribe rules for operation of track motor cars.**

These highlights of RLEA's 1962 legislative program have been announced by its chairman, G. E. Leighty. He also says the unions have taken up with individual commissioners an idea of having the ICC suggest formation of a joint labor-management committee on safety, and that RLEA will continue to oppose all railroad consolidations until an overall merger policy is developed.

Drive of the Railway Labor Executives' Association for enactment of "safety" bills, which look like "make-work" proposals to railroad management, will be on in earnest when Congress reconvenes in January. The association may also propose amendments to the Railroad Retirement and Railroad Unemployment Insurance Acts in view of President Kennedy's call for Congressional action "to restore these systems to healthy financial self-sufficiency."

These and other prospective proposals were discussed by RLEA Chairman G. E. Leighty at a press conference in Washington Sept. 29, when he indicated what the association will be asking Congress to do in 1962, an election year. Since the same Congress that met this year will return in January, all pending legislation, including RLEA's "safety" bills, remains alive.

Two "safety" bills are now being pushed by the unions. One would give the ICC power to prescribe rules for inspection and repair of cars, and the other would give the Commission like power with respect to tracks and bridges. Neither got anywhere in this year's session of Congress which adjourned last month.

The dormancy of the proposal to give the Commission power to prescribe rules for the operation of track motor cars has been due to negotiations entered by labor and management in an undertaking to agree on track-car operating rules and practices. Mr. Leighty said these negotiations have recently been conducted only "sporadically."

Asked if the unions would abandon this approach, he replied that he "wouldn't say definitely that the bill won't be revived" in 1962. Executives of some of the unions specifically interested "are talking that way," he added. The RLEA chairman also said that management's disposition to negotiate on matters of this kind is usually enthusiastic when legislation is threatened, but it peters out if the threat passes.

A labor-management pact like that sought on the track-car issue was entered last year with respect to accident reporting. It had the effect of moderating the Accidents Reports Act which was then passed. Revisions of the ICC's accident-reporting rules which came in the aftermath of the new act were made after Commission conferences with labor and management representatives.

These conferences seem to have given RLEA the idea that it might persuade the Commission to suggest creation of a permanent labor-management committee on safety. For several years, RLEA has been proposing formation of such a committee to the AAR, but the railroads are divided on the proposal.

At his press conference, Mr. Leighty mentioned the matter, saying that, while a majority of the ICC had not endorsed the idea, individual commissioners seemed favorably disposed. It was stated at the ICC that no such proposal has been before the Commission, but a recheck with RLEA drew an explanation to the effect that the joint-committee plan had been put up to a commissioner by an RLEA representative, and the commissioner advised the labor leader to write up the proposal in a letter which could be put before the Commission. Such a letter was written, according to RLEA sources. Presumably, it has not yet been put before the Commission.

As to the Railroad Retirement System, Mr. Leighty noted President Kennedy's call for sound financing. The call came in a statement issued by the President when he signed into law the latest pension-act liberalizer (RA, Oct. 2, p. 32). The RLEA chairman said the railroads and unions were both committed to maintenance of the pension fund on a sound basis. He went on to point out, however, that the actuarial estimates which indicate unsoundness "are based on perpetuity," and he suggested that "deficits for a few years" may not impair the fund. He explained that deficits now being talked about are the amounts by which current collections of payroll taxes are failing to keep pace with accumulating future liabilities. Annual collections will exceed annual payments for eight or ten more years at least, Mr. Leighty added.

The RLEA chairman went on to imply that the association's program for making the fund financially sound may call for a higher interest rate on the fund's investment in government bonds. The present rate is 3%, low in view of present money-market conditions, Mr. Leighty said.

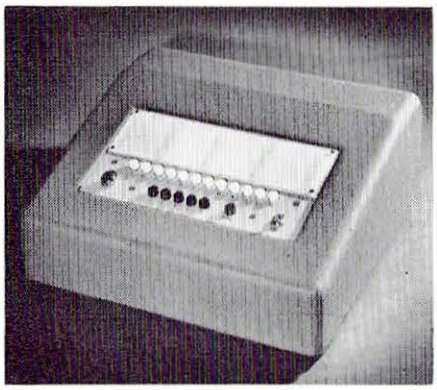
He also said another factor in the fund's financial troubles is the government's failure to pay some $150 million due under the present formula for reimbursing the fund in accordance with the so-called military-service-credits plan. That plan contemplates that no railroader will have his pension cut as a result of time out for military service, so it provides for government payments into the pension fund of amounts equivalent to what railroaders and their employers would have paid during the period of the employees' military service.

These military-service payments have been on an estimated basis. The Executive branch of the government contends that the estimates were too optimistic, resulting in overpayments which have totaled more than $350 million. Despite Presidential recommendations, Congress has failed to withdraw these "overpayments" from the fund. Thus the refusal of the Executive branch to make any additional payments, which is the basis of Mr. Leighty's contention that $150 million is now "due."

To point up RLEA's position on the merger situation, Mr. Leighty distributed copies of the address delivered at the recent meeting of the National Association of Railroad and Utilities Commissioners by George M. Harrison, grand president of the Brotherhood of Railway Clerks. Mr. Harrison's general position was that railroad labor is not opposed to mergers under what it considers proper circumstances which are "not to be found in most of the merger proposals presently before the ICC."

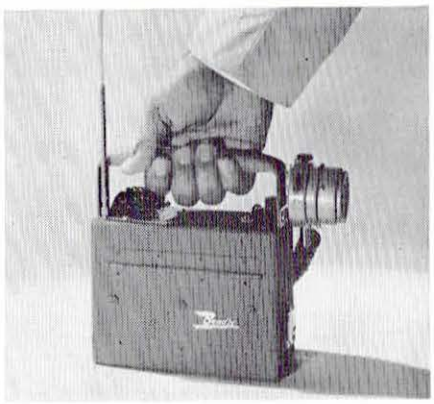
Mr. Leighty explained that RLEA sees pending merger proposals generally as plans to merge strong railroads. He added that this situation should be appraised from the standpoint of the public interest, especially with consideration of what will happen to weak roads.

NEW PRODUCTS REPORT



Dispatcher Signaling (RA-1)

The Stromberg-Carlson dispatcher signaling console permits the use of tone signaling on dispatch lines. With this console, a dispatcher has a one-way means of selectively signaling any one of 60 stations on the circuit. The console (shown) has two rows of keys, an "on-off" switch, a lamp, and a station directory card. The top row of keys selects the carrier frequency of the station and the second row of keys designates the ringing frequency. The red key is the "send" key. The unit is approximately 6 in. high, 14½ in. wide and 14½ in. deep. Also available is a panel unit which can be inserted in the same opening as a 62-A key sender. Each waystation must contain a selective receiver that is tuned to a specific frequency. The console, which is completely transistorized, operates within the voice band and requires 48 volts DC. The system will not work in cases where telegraph carrier frequencies may interfere with the higher frequencies emitted by the console. *General Dynamics/Telecommunications.*



Packset (RA-2)

The 3HO1C packset is a small portable VHF two-way radio that covers the frequency range from 148 to 174 mc. It features an all-transistorized transmitter with a minimum of one watt RF power output. The receiver has a sensitivity of less than 0.8 mv and ½ watt of audio power. Dual channel operation is provided. Hinged, swing-out compartments expose the receiver and transmitter for access and repair. The speaker is built into the case and a whip antenna is provided. Operating controls are placed so as to be easily accessible but protected. The push-to-talk microphone clips onto the case when not in use. Four different battery packs are available: penlight, size D cells, lantern, and rechargeable nickel-cadmium; all four are interchangeable. The unit weighs from 3¾ lb with the penlight cell pack to 6½ lb using the lantern battery pack. Width of unit is 6 in.; depth varies from 2⅜ in. to 3½ in., including a handle and depending on the battery pack used. *Bendix Corp.*

Searchlight Signal (RA-3)

The type SA searchlight signal has been redesigned to incorporate a number of improvements. This new signal will be known as type SA-1. The moving element—spectacle shaft—of the new signal contains the permanent magnet. The coil which energizes the electromagnetic circuit is now assembled on the magnetic structure in the space formerly occupied by the permanent magnets. This arrangement provides increased mechanical clearances between the moving vanes of the spectacle shaft. The spectacle shaft assembly is equipped with knife-edge bearings, and since the moving assembly is isolated from the control winding, there is no possibility of surge currents entering and causing damage to the bearings. The assembly is also equipped with new stops made of laminated phenolic. The spectacle into which the color discs are assembled is inclined. This moves the color disc away from the focal point of the light beam, thus preventing thermal shock to the disc. Operating voltage and coil resistance remain the same. *General Railway Signal Co.*

RAILWAY AGE WEEKLY

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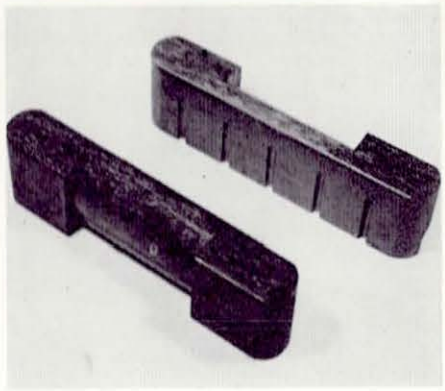
NEW PRODUCTS REPORT

Selective Voltmeter (RA-4)

The model 127A-Y is a solid state frequency selective voltmeter, completely transistorized and fully portable. It draws power from its self-contained rechargeable battery pack or from standard size D batteries which may also be used as a power source. The light and compact unit weighs less than 15 lb including batteries. It measures only 7½ in. high, 7½ in. deep and 12½ in. long. *Sierra Electronic Corp.*



Journal Stop (RA-5)

The George journal stop, made of a non-metallic material, is available in two designs, one for rib-type boxes and the other for non-rib type. It is said to be highly resistant to severe impact. Bolts, shims, washers, locking devices, special tools or welds are not required for application. The stop is being considered by the AAR for use in interchange service. *Journal Box Servicing Corp.*

Portable Radio (RA-6)

A new line of Handie-Talkie portable two-way radiophones has fully transistorized receivers that increase battery life and cut operating costs. Extra duty dry battery packs last 10 or 12 days and lightweight packs last five days. Each unit is interchangeable with any of the power packs available from Motorola. Rechargeable nickel-cadmium batteries provide eight hours' operation per charge. *Motorola Communications & Electronics, Inc.*

New Literature

THIS IS KOPP GLASS. Describes Kopp Glass Inc.'s engineering and manufacturing services from application analysis and formula development through mold design and custom production. (NL-1)

LORD VIBRATION/SHOCK/NOISE/CONTROL. A 16-page brochure describing the origin, products, facilities and services of the Lord Manufacturing Co. (NL-2)

A WORLD-WIDE SWING TO MODERN STEAM. Describes Clayton Manufacturing Co.'s activities in steam applications for general shop service, for pre-heating cars, or for over-the-road service on diesel locomotives. (NL-3)

HIGHBALL REPORT ON THE MR-2 CONCRETE TIE. Offers cost and technical data about the American Concrete Crosstie Corp.'s MR-2 prestressed concrete crosstie. (NL-4)

THE NEW AIRCOMATIC PIPE WELDER. Describes Airco Company International's latest welding development—how the process works, the practical advantages and the equipment required. (NL-5)

CUSHMAN HAULSTER. This 2-page bulletin about the Haulster, a Cushman Motors utility vehicle for "off-the-road" applications, describes jobs to which the vehicle is specifically suited. (NL-6)

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NAME ..... TITLE .....
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10/9/61

Market Outlook

Carloadings Rise 5.4% Above Previous Week's

Loadings of revenue freight in the week ended Sept. 30 totaled 638,268 cars, the Association of American Railroads announced on Oct. 5. This was an increase of 32,426 cars, or 5.4%, compared with the previous week; an increase of 6,041 cars, or 1.0%, compared with the corresponding week last year; and an increase of 65,916 cars, or 11.5%, compared with the equivalent 1959 week.

Loadings of revenue freight for the week ended Sept. 23 totaled 605,842 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS
For week ended Saturday, Sept. 23

District	1961	1960	1959
Eastern	86,121	88,140	89,714
Allegheny	101,981	98,880	86,944
Pocahontas	52,875	50,752	49,864
Southern	114,907	114,611	120,963
Northwestern	93,122	96,604	68,218
Central Western	110,265	116,586	117,549
Southwestern	46,571	52,100	54,359
Total Western Districts	249,958	265,290	240,126
Total All Roads	605,842	617,673	587,611
Commodities:			
Grain and grain products	51,408	54,037	54,005
Livestock	5,835	7,745	9,720
Coal	112,190	108,739	107,689
Coke	7,495	5,440	2,976
Forest Products	39,651	40,615	43,906
Ore	52,650	50,558	8,481
Merchandise l.c.l.	29,045	36,521	43,303
Miscellaneous	307,568	313,968	317,531
Sept. 23	605,842	617,673	587,611
Sept. 16	594,338	598,741	577,457
Sept. 9	512,726	480,065	477,616
Sept. 2	599,349	577,206	547,806
Aug. 26	592,265	594,964	548,877
Cumulative total, 38 weeks	20,445,250	22,647,767	22,845,712

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Sept. 23 totaled 12,715 cars, compared with 11,891 for the corresponding 1960 week. Loadings for 1961 up to Sept. 23 totaled 419,558 cars, compared with 402,638 for the corresponding period of 1959.

IN CANADA—Carloadings for the seven-day period ended Sept. 21 totaled 78,365 cars, compared with 77,118 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Sept. 21, 1961	78,365	21,974
Sept. 21, 1960	78,710	25,706
Cumulative Totals		
Sept. 21, 1961	2,505,307	881,762
Sept. 21, 1960	2,671,883	1,018,716

New Equipment

FREIGHT-TRAIN CARS

► *Norfolk & Western.*—Ordered another 1,000 85-ton coal hopper cars to be built at a cost of $12 million at Roanoke shops. This will bring N&W ownership of this type car to 3,000. Work will begin on the new order about Jan. 1, following completion of the last such 1,000-car order (RA, Feb. 13, p. 49).

PIGGYBACK

► *Atlantic Coast Line.*—Ordered 70 trailer vans from Dorsey Trailers, Elba Ala. The 40-ft, all-aluminum units will be fully insulated, with ventilating systems, for handling perishables.

► *Union Pacific.*—Ordered 10 85-ft Hitch Hiker piggyback flat cars, specially adapted for the transport of solid fuel missiles, from ACF. The cars, costing $265,000, will be equipped with newly developed cushion underframes to provide virtually shock-free rail transportation of Air Force Minuteman missiles in their transporter trailers.

New Facilities

► *Atlantic Coast Line-Seaboard.*—Will construct a new $900,000 passenger station for joint use at Savannah, Ga. The new structure, located about half way between Telfair Junction and Central Junction, will replace the present Union Station. Track and signal work required for the new facility will bring the cost to approximately $1,700,000.

► *Chicago & North Western.*—Has ordered microwave and multiplex equipment from Motorola Inc. for a 30-mile system connecting the road's general offices in downtown Chicago with the Proviso yard freight terminal and West Chicago, Ill. Initial capacity will be 60 voice channels. The system is to be in service early next year.

► *Norfolk & Western.*—Has announced extensive additions to double the originally planned capacity of its new coal pier being built at Lamberts Point, Norfolk, Va. The pier will have a maximum dumping rate of 20,000 tons per hour. Total cost of the pier and its supporting facilities will exceed $25,000,000 (RA June 5, p. 35). The pier will be able to load two 45,000-ton colliers simultaneously or to concentrate both its loaders on a single vessel. The first loader is scheduled to go in operation, Sept. 1, 1962, and it is expected the second will be in service within three months thereafter.

► *Sacramento Northern.*—Replaced a four-car spot icing machine with a portable rail icer unit at Yuba City, Cal., at a cost of $36,000. The portable unit, which operates on a 780-ft non-connected track, was manufactured by the Conveyor Co., Los Angeles, Cal.

► *Southern.*—Placed a $5,965,000 order with General Electric Co. for a 70-station microwave system to be installed between Cincinnati, Ohio, and Chattanooga, Tenn.; between Chattanooga and Knoxville, Tenn.; Chattanooga and Birmingham, Ala.; Chattanooga

(*Continued on following page*)

Market Outlook CONTINUED

and Atlanta, Ga.; and Birmingham and Atlanta—a distance of 913 mi. This represents part of a total of $7,926,000 that Southern will spend to more than double its microwave system (RA, Oct. 2, p. 7).

► *Tennessee, Alabama & Georgia.*—Outside contractors have completed construction of a station building at Gadsden, Ala., at a cost of $25,000.

FOREIGN

► *Brazil.*—Purchased a meter-gage wheel truing machine for installation at Rio de Janeiro from Standard Railway Equipment Division of Stanray Corp.

Orders & Deliveries

► *Orders Decrease.*—Freight cars ordered in August totaled 1,474, compared with 2,452 in July, according to the American Railway Car Institute and the AAR. August 1960 orders totaled 1,343. Deliveries in August totaled 2,428, compared with 1,229 in July and 4,124 in August 1960. August deliveries included 1,701 cars built by contract car builders and 727 built by railroad shops. The backlog of cars on order and undelivered on Sept. 1, 1961, was 9,690 (5,115 on order from railroad shops and 4,575 on order from contract builders), compared with 10,644 on Aug. 1 and 23,866 on Sept. 1, 1960.

TYPE	ORDERED Aug. 1961	DELIVERED Aug. 1961	UNDELIVERED Sept. 1, 1961
Box—Plain	275	363	3,914
Box—Auto	0	0	0
Flat	590	655	1,561
Gondola	0	583	250
Hopper	0	115	790
Cov. Hopper	64	214	521
Refrigerator	300	120	1,613
Stock	0	0	0
Tank	205	185	794
Caboose	0	170	21
Other	40	23	226
TOTAL	1,474	2,428	9,690
Car Builders	1,409	1,701	4,575
Railroad Shops	65	727	5,115

Purchases & Inventories

► *Six Months' Purchases Down 17.7%.*—Purchases by domestic railroads of fuel, material and supplies in this year's first six months were $140,923,000, or 17.7%, lower than in the comparable 1960 period. Purchase and inventory estimates in following tables were prepared by Railway Age.

PURCHASES*	June 1961	Six Months 1961	Six Months 1960
	(000)	(000)	(000)
Rail	$ 3,831	$ 18,703	$ 40,109
Crossties	3,113	21,019	27,867
Other Material	73,789	440,601	536,979
Fuel	28,904	173,992	190,283
Total	$109,637	$654,315	$795,238

*Subject to revision.

INVENTORIES*†	June 1, 1961	June 1, 1960
	(000)	(000)
Rail	$ 48,773	$ 62,850
Crossties	79,080	77,215
Other Material	364,873	412,045
Scrap	23,415	24,621
Fuel	18,887	19,871
Total	$535,028	$596,602

*Subect to revision.
†All total inventory figures taken from ICC statement M-125 for month indicated.

Dividends Declared

ATCHISON, TOPEKA & SANTA FE.—30¢, quarterly, payable Dec. 8 to holders of record Oct. 27.

ATLANTIC COAST LINE.—5% preferred, $2.50, semiannual, payable Nov. 10 to holders of record Oct. 25.

BESSEMER & LAKE ERIE.—$1.50 preferred, 75¢, semiannual, payable Oct. 2 to holders of record Sept. 15.

CHICAGO, BURLINGTON & QUINCY.—$2, paid Sept. 21 to holders of record Sept. 6.

CHICAGO, ROCK ISLAND & PACIFIC.—40¢, quarterly, paid Sept. 30 to holders of record Sept. 22.

CLEVELAND & PITTSBURGH.—7% guaranteed, 87½¢, quarterly; 4% special guaranted, 50¢, quarterly, both paid Sept. 1 to holders of record Aug. 10.

DAYTON & MICHIGAN.—common, 87½¢, semiannual; 8% preferred, $1, quarterly, both paid Oct. 2 to holders of record Sept. 15.

DELAWARE & BOUND BROOK.—50¢, quarterly, paid Aug. 20 to holders of record Aug. 12.

DELAWARE & HUDSON.—35¢, quarterly, paid Sept. 28 to holders of record Sept. 8.

DOVER & ROCKAWAY.—$3, semiannual, paid Oct. 2 to holders of record Sept. 29.

GREAT NORTHERN.—75¢, quarterly, paid Sept. 1 to holders of record Aug. 9.

GULF, MOBILE & OHIO.—common, 37½¢ quarterly, paid Sept. 11 to holders of record Aug. 18; $5 preferred, $1.25, quarterly, payable March 19, 1962, to holders of record March 1, 1962.

ILLINOIS CENTRAL.—50¢, quarterly, paid Oct. 2 to holders of record Sept. 1.

KANSAS CITY SOUTHERN.—common, $1, quarterly, paid Sept. 15 to holders of record Aug. 31; 4% preferred, 50¢, quarterly, payable Oct. 16 to holders of record Sept. 29.

LOUISVILLE & NASHVILLE.—75¢, paid Sept. 12 to holders of record Aug. 1.

MAHONING COAL.—$10, paid Oct. 2 to holders of record Sept. 25.

MAINE CENTRAL.—5% preferred, $1.25, accum. paid Sept. 1 to holders of record March 16.

NORFOLK & WESTERN.—4% adj. preferred, 25¢, quarterly, payable Nov. 10 to holders of record Oct. 19.

NORTHERN PACIFIC.—55¢, quarterly, payable Oct. 31 to holders of record Oct. 10.

NORTH PENNSYLVANIA.—$1, quarterly, paid Aug. 25 to holders of record Aug. 18.

OAHU RAILWAY & LAND.—50¢, quarterly, paid Sept. 12 to holders of record Sept. 1.

PHILADELPHIA & TRENTON.—$2.50, quarterly, payable Oct. 10 to holders of record Sept. 29.

PIEDMONT & NORTHERN.—$1.25, quarterly, payable Oct. 20 to holders of record Oct. 5.

PITTSBURGH & LAKE ERIE.—$1.50, quarterly, payable Oct. 16 to holders of record Oct. 2.

PITTSBURGH, FORT WAYNE & CHICAGO.—common, $1.75, quarterly; 7% preferred, $1.75, quarterly, both paid Oct. 2 to holders of record Sept. 8.

PITTSBURGH, YOUNGSTOWN & ASHTABULA.—7% preferred, $1.75, quarterly, paid Sept. 1 to holders of record Aug. 18.

SEABOARD AIR LINE.—40¢, quarterly, paid Sept. 27 to holders of record Sept. 15.

SOUTHERN.—70¢, quarterly, paid Sept. 15 to holders of record Aug. 15; Mobile & Ohio, 4% stock trust certificates, $2, semiannual, paid Oct. 2 to holders of record Sept. 15.

SOUTHERN PACIFIC.—30¢, increased, paid Sept. 18 to holders of record Aug. 28.

UNION PACIFIC.—common, 30¢, quarterly; 4% non-cumulative preferred, 20¢, quarterly, both paid Oct. 2 to holders of record Sept. 11.

UNITED NEW JERSEY RR & CANAL.—$2.50, quarterly, payable Jan. 10, 1962, to holders of record Dec. 20, 1961.

WESTERN MARYLAND.—common, 45¢, quarterly; 5% preferred, 15¢, quarterly; 7% preferred, 70¢, quarterly; 4% 2nd preferred 40¢, quarterly, all paid Sept. 29 to holders of record Sept. 22.

WESTERN PACIFIC.—25¢, quarterly, payable Nov. 15 to holders of record Nov. 1.

WESTERN RAILWAY OF ALABAMA.—$2, paid Aug. 1 to holders of record July 26.

WHEELING & LAKE ERIE.—common, 1.43¾, quarterly; prior lien, $1, quarterly, both payable Nov. 1 to holders of record Oct. 6.

Examiner Would Revamp Grain Rates

The ICC has been advised by Examiner Edward L. Boisseree to clear the way for railroad action to revamp the "confused and disorganized" rate structure on grain and grain products to, from and within the South.

The advice came in Examiner Boisseree's proposed report on several complaints assailing the present rate structure and the level of origin-to-destination charges which it produces. The title case is No. 31874, the complaint of the Southeastern Association of Railroad and Utilities Commissioners.

As to the level of origin-to-destination charges on the grain, the examiner would have the Commission issue an order fixing 20% of the Docket 28300 first-class rates as the maximum basis for such charges. This would result in some loss in revenue to the railroads because present origin-to-destination charges range from about 20% to 24% of that 28300 basis and average about 22.5% of it.

To clear the way for railroad action to substitute a new system for the present "confused and disorganized" set-up, Examiner Boisseree would have the Commission vacate those of its outstanding orders which fix any of the rates used as factors in the rate-break combinations of which the present structure consists.

Meanwhile, however, the examiner would also have the Commission find that the rate-break method of constructing charges is not unlawful. The rate-break method is that under which through charges are built up by combining a series of separately-published local and proportional rates applying over various segments of the origin-to-destination route. Mississippi and Ohio River crossings play a major role in the rate-break plan here involved.

Most of the complainants attack the rate-break plan and seek to have the Commission require the railroads to substitute a system of joint through rates with transit and other arrangements to take care of grain-trade requirements. The proposed order fixing 20% of the 28300 first-class scale as a maximum for origin-to-destination charges would not require the railroads to turn to a system of joint through rates, but it could have that effect. The proposed report says:

"The maximum rates can be established according to the rate-break plan. However, at present the factors under the rate-break that apply within the West, and in portions of Official Territory, on movements destined to the South also apply in connection with movements to the East (beyond the scope of the present case and thus of any order issued therein). In order to avoid a dual system of rates in the West, dependent upon whether the ultimate destination of the grain is an eastern or a southern one, the defendant railroads may be compelled eventually to establish the prescribed level as single-factor rates. If they do, they must also establish similarly constructed rates at a lower level for combined barge-rail movement under the provisions of Section 3 (4) of the Act as interpreted by federal court decisions."

The report adds, however, that the railroads "should be permitted to decide upon the method of publication of the prescribed rates, at least initially." To do this, Examiner Boisseree would give the carriers six months from the date of the Commission's order, meanwhile requiring that charges collected for origin-to-destination movements be held to prescribed maximum bases.

The Examiner identified the level of these origin-to-destination charges as the "primary issue" in the case. He noted that there has been no previous investigation of their reasonableness. In prior cases, he added, "paramount consideration was extended to the rates applicable to the different segments of the through transportation service."

Appraising the "much" that was said about the part railroad rates play in the grain-marketing process, Examiner Boisseree concluded that this dependency has been largely eliminated by the entry in the past 15 years of the barges and motor trucks as transporters of substantial tonnages of grain and grain products. "So," Mr. Boisseree continued, "it is now time for the Commission to place a greater emphasis on the transportation service rendered by the carriers and less upon the impact such rates have on grain marketing." The proposed report added:

"The extensive origin groups from which the same rate applies, the emphasis upon the equalization of charges via the various gateways and markets regardless of the transportation service rendered thereto, and the consideration of the effect of the railroad rates on the selling price of the various grains and products thereof in the marketplace, are important considerations but they must necessarily be secondary to such factors as the cost to the carrier of rendering the transportation service, the availability of competitive modes of transportation to particular shippers, and to the effect of the rates on the movement of traffic.

"In this proceeding, primary consideration is given to the cost of performing the transportation service by the defendant railroads. But the other factors have been evaluated also. Findings herein will not adversely affect the grain economy. On the contrary, when more realistic group adjustments are established, the resulting orderly pattern of rates will necessarily benefit all segments of the grain trade as well as the railroads . . . Moreover, the prescribed level is sufficiently high to enable these carriers to provide an adequate and an efficient railway service."

Yardmasters Settle Dispute

Settlement of the two-year-old pay dispute of the Railroad Yardmasters of America came just 35 days before the agreement, signed Sept. 27, is due to expire. All pay increases agreed to in the new contract are retroactive and will be applied to basic rates of pay adjusted to include $34 per month cost-of-living increases in effect on May 1, 1960. A 2% increase will be retroactive to July 1, 1960 and another 2% will be paid as of March 1, 1961.

Yardmasters had received cost-of-living increases of $4 per month on Nov. 1, 1960 and $2 per month on May 1, 1961. All amounts paid under those adjustments are to be deducted from the retroactive pay increases accruing under the Sept. 27 agreement.

In addition to the pay increase, the agreement calls for cancellation of the cost-of-living escalator clause, liberalization of holiday and vacation benefits and inclusion in basic yardmaster annual compensation of an additional 28 straight time hours as holiday pay.

NYA President M. G. Schock said, "This agreement falls short of what the Railroad Yardmasters of America had hoped to obtain in this movement."

The settlement follows the July 10 recommendations of Emergency Board 137 which NYA claimed would perpetuate "demonstrated existing inequities."

Mr. Schock said that the Yardmasters are not making plans to submit any new proposals on Nov. 1.

Joseph J. Kelley
AAR

C. C. Roberts
Frisco

Vernon K. Little
N&W

Erle J. Zoll, Jr.
Seaboard

PEOPLE IN THE NEWS

ASSOCIATION OF AMERICAN RAILROADS.—Joseph J. Kelley, manager, Railroad Relations, Car Service Division, Washington, D. C., appointed director of military transportation of the division, a newly created position. **Alder E. Highland,** manager, Military Transportation Section, named manager, Railroad Relations, Car Service Division, effective Oct. 1. **Albert V. Mannery,** car service agent, Seattle, Wash., appointed assistant district manager, Car Service Division, Pittsburgh, effective Oct. 16.

ATLANTIC COAST LINE.—Ray E. Manning appointed general agent, Washington, D. C.

BURLINGTON.—A. B. Brooks appointed division storekeeper, Gibson, Neb., to succeed **V. E. Trent,** retired.

CANADIAN NATIONAL.—W.J.S. Wade, special assistant, appointed freight claim agent, Prairie region, Winnipeg, Man., succeeding **L.R. Bishop,** retired.

Effective Oct. 1, **P. Blanchet,** regional manager of real estate, St. Lawrence region, Montreal, will report directly to the vice president of the region.

F. S. Clifford, superintendent, sleeping, dining and parlor car services, St. Lawrence region, Montreal, will report directly to the general manager of that region.

CANADIAN PACIFIC.—C. J. West appointed general foreign freight agent, Montreal. **G. H. Creighton,** foreign freight agent, Detroit, appointed foreign freight agent, Montreal, in charge of foreign freight rail rates through Atlantic and Pacific ports and Canadian and United States Great Lakes ports, succeeding Mr. West. **D. T. Sweeney,** assistant foreign freight agent, Detroit, succeeds Mr. Creighton at Detroit. **R. L. Purdy,** export and import agent, Toronto, named assistant foreign freight agent, Detroit.

CHESAPEAKE & OHIO.—John I. Marshall, who has been in charge of the road's office services—leasing office space and supervising decorations—at Cleveland, has retired.

CHICAGO & EASTERN ILLINOIS.—Raymond E. Gotshall, freight sales manager, Cincinnati, appointed assistant coal traffic manager, Chicago, succeeding **Blaine H. Ockey,** promoted (RA, Sept. 25, p. 55). **Vernon J. Zipfel** replaces Mr. Gotshall. **Robert J. Neubauer** named assistant manager-coal rates, Chicago.

CHICAGO & ILLINOIS MIDLAND.—James D. Means appointed assistant freight traffic manager, Springfield, Ill. Position of assistant general freight agent abolished.

COTTON BELT.—Forrest R. Qualls appointed general agent, Texarkana, Ark.-Tex., to succeed **R. H. Williams,** who retired Sept. 30.

DELAWARE & HUDSON.—J. A. Deans elected assistant treasurer, succeeding the late **C. C. Weller.**

Robert M. Duphiney appointed sales representative, New York, succeeding **Thomas F. Winnett,** named Canadian sales representative at Montreal. Mr. Winnett succeeds **J. T. Leroux,** retired.

FRISCO.—C. C. Roberts, special representative, accounting department, appointed auditor, Fort Worth, Tex., succeeding **P. N. Davis,** who retired Sept. 30.

H. H. Williams, assistant general freight agent, St. Louis, named general freight agent there, replacing **C. A. Pratte,** retired.

G. C. Payne named division engineer, Western division, Enid, Okla.

GREAT NORTHERN.—Bernard J. Shriner, traveling freight agent, Cincinnati, appointed general agent there, succeeding **Vincent J. Kenny,** retired.

ILLINOIS CENTRAL.—Louis J. Toth, general agent, Chicago, transferred to Sioux City, Iowa, to replace **Richard R. Hughes,** resigned. **Kenneth C. Brown** succeeds Mr. Toth.

Robert Mitten, general contract attorney, **John W. Foster,** general attorney, and **Edward J. Wright,** general attorney, named assistant general solicitors. **Robert S. Kirby,** district attorney of the northern lines, and **William F. Bunn,** local attorney, appointed general attorneys. **Nathaniel W. Horton** named attorney.

Anne G. Carter, general attorney, Chicago, retired Sept. 30.

KANSAS CITY SOUTHERN.—Matthew T. Marqua, assistant to purchasing agent, Kansas City, Mo., promoted to purchasing agent there, succeeding **Edwin H. Hughes** who retired Sept. 30 after 55 years of railroad service.

LOUISVILLE & NASHVILLE.—Irl Riggin, assistant engineer, Louisville, Ky., named assistant division engineer, Evansville, Ind., succeeding **E. R. Englert,** appointed cost control engineer, Louisville. Mr. Riggin's successor is **J. D. Hadley,** assistant division engineer, Louisville. **Howard E. Webb,** assistant signal engineer, Louisville, named principal assistant signal engineer there.

Theo C. Black, general eastern passenger agent, New York, retired Oct. 1. **Robert N. Barry** named passenger representative, New York.

Willard F. Burgess, freight traffic manager, Louisville, Ky., retired Sept. 30.

MILWAUKEE.—George J. Sattele, general agent, Cleveland, transferred to Philadelphia, succeeding **D. M. Wissman,** transferred to New York (RA, Sept. 18, p. 51). **Maurice E. McCarroll,** general agent, New Orleans, succeeds Mr. Sattele, and in turn is replaced by **H. Kahn Williams,** division freight and passenger agent, Tacoma, Wash.

William A. Zimmerman, district supervisor, rail-highway sales department, Chicago, named assistant manager, rail-highway sales there. **Henry J. Millard,** assistant district supervisor, rail-highway sales department, Chicago, appointed district representative, rail-highway sales, New York.

Clarence B. Hanover, assistant to chief purchasing officer, Chicago, retired.

MINNEAPOLIS, NORTHFIELD & SOUTHERN.—I. W. McPherson appointed vice president. **D. J. Boyer** named treasurer and assistant secretary. Abolished position of vice president—operations, formerly held by Mr. McPherson, and the duties transferred to the vice president's office. Abolished position of auditor of disbursements, formerly held by Mr. Boyer and the duties transferred to the treasurer's office. Abolished position of assistant treasurer, formerly held by **G. H. Carlson.**

MISSOURI PACIFIC.—Jack N. Sanders, manager of foreign and perishable sales, St. Louis, appointed regional sales manager, Houston, Tex., succeeding **Edwin J. Falk,** retired (RA, Sept. 18, p. 51).

Kenneth A. Klamert, chief clerk to the manager of foreign and perishable sales, St. Louis, promoted to district sales manager, Brownsville, Tex., to replace the late **E. L. Spenrath.**

NEW HAVEN.—Samuel W. Hutchings, regional freight traffic manager at New York, appointed freight traffic manager—special services, New Haven. **Paul M. Hurley,** general traffic agent, Pittsburgh, Pa., appointed assistant general freight agent, Boston, Mass.

NORFOLK & WESTERN.—Vernon K. Little appointed advertising manager, Roanoke, Va. Mr. Little was formerly advertising manager of Eastern Auto Distributors, Inc.

PENNSYLVANIA.—Dr. Lawrence W. Dibert named regional medical officer, Pittsburgh region. **F. M. Hunt,** acting superintendent—freight stations, Philadelphia, appointed superintendent—freight stations there.

PUBLIC BELT RAILROAD COMMISSION, NEW ORLEANS.—Harold J. Kafoed, chief accountant, elected secretary-treasurer and auditor, to succeed **W. J. Germann,** who retired Sept. 30.

SANTA FE.—J. E. Spier appointed assistant to general manager, personnel, Coast Lines, Los Angeles, to succeed **D. F. Todd,** who retired Oct. 1.

SAVANNAH & ATLANTA.—Bryan M. Davis elected auditor, Savannah, Ga., succeeding **Timothy D. Cook,** retired.

SEABOARD.—Erle J. Zoll, Jr., assistant general solicitor, **Illinois Central,** Chicago, appointed general counsel for the Seaboard, Richmond, Va., a newly created post.

SOUTHERN PACIFIC.—R. V. Wills appointed assistant superintendent, San Joaquin division, Bakersfield, Cal., to succeed **J. J. Willis,** transferred to the Shasta division, Dunsmuir, Cal.

Ralph E. Liggett named electronics engi-

neer, West Oakland, Cal., succeeding **C. G. Kaehms,** who retired Sept. 30.

TEXAS & PACIFIC.—George A. Craig, assistant vice president-marketing, named vice president-marketing, to succeed **Chester G. Hayes,** retired. **F. R. LaCroix,** assistant to vice president-marketing, appointed manager, freight service and equipment.

WABASH.—William J. Heerman, northwestern traffic manager, Chicago, named to the newly created position of traffic manager, Kansas City, Mo. **Virgil S. Holloway,** sales manager, Kansas City, appointed assistant to vice president-traffic, St. Louis, succeeding **William A. Lingo,** named assistant coal traffic manager-system. **F. Paul Rudolph,** assistant to traffic manager-rates, named assistant traffic manager rates. **Edward T. Crockett,** district sales manager, Phoenix, Ariz., appointed sales manager, Los Angeles, replacing **Francis X. Bell,** retired. Mr. Crockett's successor is **Raymond R. Krebs,** sales representative, San Francisco.

WISCONSIN RAILROAD ASSN.—Byron C. Ostby, Madison, Wis. attorney, appointed executive director of the association, succeeding **C. A. Hummel,** retired.

Supply Trade

Homer L. Marrs, national sales director, Communications Division, **Motorola, Inc.,** has been elected vice president, sales for the division. **William J. Weisz,** manager of mobile and portable communications products, Communications Division, becomes vice president, communications products for the division.

Vapor Heating Corp. has announced that effective Oct. 2 the company name changed to **Vapor Corp.**

R. L. Hanes has been elected vice president in charge of sales, Western division, **Colorado Fuel & Iron Corp. E. George Hartmann** has been named vice president in charge of sales, Wickwire Spencer Steel and John A. Roebling's Sons Divisions. **Forest S. Burtch** has been appointed general sales manager for the latter division. **Howard S. Christie** named assistant director of sales, national accounts, for the corporation.

Raymond M. Beacha has been named manager of spring sales of **Union Spring & Manufacturing Co.,** New Kensington, Pa.

The Cleveland Metal Abrasive Co. has appointed **National Steel Car Corp. Ltd.** as exclusive Canadian distributor of the company's line of metallic abrasives.

Speaker Sortation Systems, Inc., of Milwaukee, has announced the opening of a Chicago sales office. **Robert C. Claypool** has been named Chicago area and midwest manager.

OBITUARY

Richard E. Dougherty, 81, retired vice president and assistant to the president, **New York Central,** died Sept. 29 at White Plains (N. Y.) Hospital.

David B. Robertson, 85, who retired in 1953 as president, **Brotherhood of Locomotive Firemen & Enginemen,** died Sept. 27 at Lakeside Hospital, Cleveland, Ohio.

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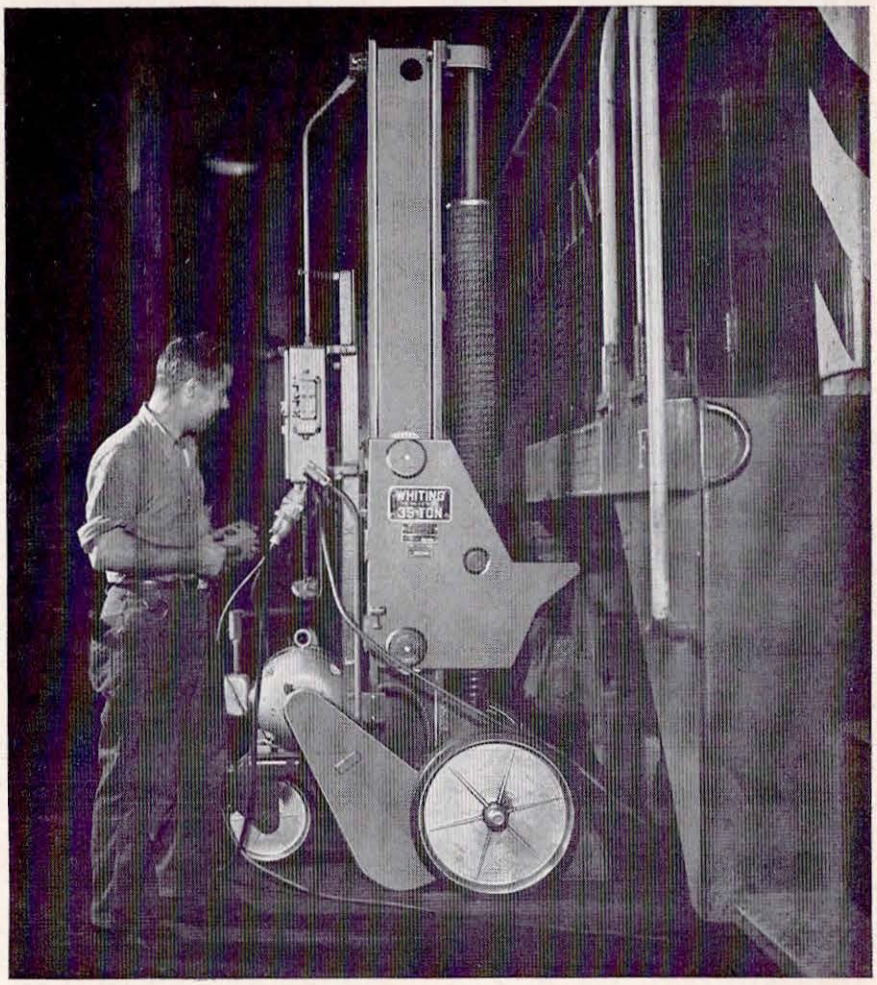

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You Ought To Know...

Santa Fe-Southern Pacific battle for control of Western Pacific was resumed Oct. 2 in San Francisco as ICC Examiner Paul C. Albus reconvened public hearings to permit cross-examination of both SP and ATSF witnesses. Also at this session, WP will present its case supporting Santa Fe's control bid before Examiner Albus begins two weeks of circuit hearings on Oct. 16.

Incentive freight rates introduced last spring by the Canadian National in an experimental area of central Canada will be extended. "The rates have proved to be attractive both to the shipper and to CN," says G. R. Johnston, the road's general sales manager—freight. "Tonnage in the categories of freight effected has increased considerably." Starting Oct. 16 the rates will be available to shippers at 12 additional points of origin in Ontario and Quebec. The rates, introduced last June (RA, June 5, p. 40), encourage loadings toward the full capacity of a box car and apply to standard box-car shipments weighing from 20,000 to 120,000 lb.

Hydroframe-60, the Pullman-Standard cushion underframe, is now a patented arrangement; P-S says that in addition to cutting lading damage the underframe makes possible new types of cars and redesign of existing types with "substantially" less material.

Approval has been withheld by the AAR Mechanical Division to increase present stenciled load limit on freight cars 5% effective Jan. 1, 1962. The recommendation has been referred back to the General Committee for further consideration. All other 45 propositions made at the limited business meeting held in Chicago June 28-29 have been approved.

ICC has got into the act of fixing zones within which trucking of air freight or express will be considered terminal service incidental to air transportation and thus exempt from regulation by the Commission. The Commission has instituted a rule-making proceeding which acting chairman Murphy said is designed "to coordinate the Commission's authority with that of the Civil Aeronautics Board." CAB had previously instituted a proceeding for the same purpose and truckers, including American Trucking Associations, urged the ICC to move in.

Transportation courses offered in American colleges and universities are listed in a 49-page booklet published by the Transportation Center, Northwestern University, Evanston, Ill. The booklet, which sells for $3.50, contains more than 200 entries. Included are schools offering major academic programs; those providing non-credit short-term programs for industry personnel; and those which do not have major programs but do offer at least one transport course.

Second-morning delivery of piggyback, merchandise, and other high-class freight from Chicago to Boston is available due to a speed-up of more than seven hours in the running time of Erie-Lackawanna's "Flying Saucer" fast freight No. 100.

A 3.6% increase in the freight-car requirement for the fourth quarter over the same period of last year was forecast at the 71st meeting of the New England Shippers Advisory Board. According to the forecast, 107,740 freight cars should be needed in the last three months.

A step-up in the nation's mobilization planning for the coal industry and coal-carrying railroads has been urged by Joseph E. Moody, president of the National Coal Policy Conference. "We first have to get the coal out of the ground in amounts sufficient to meet emergency needs," he told the 24th Annual Solid Fuels Conference. "Then we must make sure that rail transportation facilities will be available to move the coal. . . ."

Relocation of Norfolk Southern headquarters from Norfolk, Va., to Raleigh, N. C., has been completed. The move consolidated all the railroad's operating departments "at an ideal central point" and brought together the executive, operating and traffic departments.

International use of freight containers will be studied by working groups organized at a recent plenary session of a technical committee of the International Organization for Standardization (IOS). The working groups, representing Australia, Canada, France, Japan, New Zealand, Norway, Sweden, United Kingdom and United States, will study terminology and definitions, dimensions and specifications, and testing and marketing.

ACL's passenger-car fleet will be renovated and upgraded on a stepped-up schedule. Additional men will be employed at the road's passenger-car repair shops at Rocky Mount, N. C., to do the job.

NYC's Cleveland Technical Center is marketing a service that will safeguard the in-flight operations of commercial and private aircraft. Labeled "Spectra-Check," and developed by the center, this is a lubricating oil examination to pinpoint excessive engine wear and forewarn of possible breakdowns. The technique, an outgrowth of a spectrographic oil analysis program, is the latest development of applied research from the center to be placed on the nation-wide market.

Repeal of the 10% passenger excise tax, adoption of some form of airline user charges, and changes in rail depreciation rates are strong 1962 probabilities, NASAB was told last week at Buffalo.

An investigation into AT&T's Telpak tariff has been ordered by the Federal Communications Commission. Telpak, which provides the equivalent of 12, 24, 60, and 240 telephone channels, has been the telephone company's bid to compete with private microwave systems.

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FREIGHT CARS ROLLING

by Lawrence W. Sagle

Here is the complete one-volume account of the freight car—what it is, what it carries, how it operates, the little-known details of record keeping, and the outlook for the future. Scores of photographs specially selected for this book illustrate the text matter.

A vast amount of interesting and informative detail is given in the section on reporting cars "off line," the "foreign car," the work of the car service department, routing, mileage, car repair, and car inspection. The manner in which freight shipments are made, the work of the freight agent, the function of the freight house, and the business of the freight forwarding company are also explained.

A separate section is devoted to operating problems, and covers the work of the train conductor, schedules, train orders, the function of the classification yard and the break-bulk station, moving fast freights over the rails, and similar subjects which give the reader an inside view of this aspect of American transportation.

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Robert W. McKnight, Editor
Railway Signaling and Communications
Dept. RA, 30 Church Street, New York 7, N. Y.

Warning From Equitable

"Our experience argues against the nationalization of common carriers but we have a problem. . . ."

The speaker who uttered those ominous words is the president of the Equitable Life Assurance Society, James F. Oates, Jr. His company is one of the largest institutional investors (probably *the* largest) in railroad securities.

He went on to tell what "the problem" is, namely, "the impossibility of living with increased labor, tax and material costs and being subjected not only to severe regulatory control but also being required to compete with carriers which are subsidized and with private unregulated transportation agencies."

He said further that institutional investors hope to continue financing common carriers, but they may be "forced out of this type of investment" if prospects for attractive earning power under private management deteriorate any further.

While Mr. Oates referred continually in his talk to common carriers, it was quite evident that he had railroads primarily in mind (and he knows railroading from extended experience on the Great Northern's directorate). Other common carriers—by water, air and highway—get all the financing of their fixed property from government appropriations. The only private financing they have to arrange for is that involved in acquiring equipment—which is no problem at all for any of these carriers, except airlines; and it would be no problem for airlines except for their insistence on junking their piston planes overnight and replacing them with jets.

The fact of the matter is that, for years, there has been next to no "outside" investment money going into railroad improvements—except for equipment. Railroads' replacements and improvements to fixed property—except for a handful of especially fortunate railroads—have been limited to those they could pay for out of their meager net earnings.

Meantime, while improvements and replacements to fixed properties have had to be held at a stagnation level on all but a few railroads, the government has been pouring unlimited billions into improvements of highways, waterways and airports.

Even if railroads were taxed and regulated on a level of absolute equality with other modes of transportation they would still have an uphill fight in competition, solely from the difficulty they encounter in privately financing improvements and replacements to their fixed plant, which is done generously for their rivals by government.

The result of this inequitable situation is that, over a large part of the country we have 1961 highways, waterways, and airports competing with railroad property that often dates back a half-century or more. One of the operating troubles of the New Haven lies in the fact that its heavy-duty main line winds around like a corkscrew and is handicapped with low-level drawbridges—while the competing highway system is strictly high-level and high-speed all the way.

One of the main reasons why New England lost so much of its textile industry was that it allowed its textile plants to become antiquated. It has been repeating the same tragic mistake with its railroads—and to an exaggerated degree, because obsolescence of railroad plant has been accelerated by the billions of government money being expended to provide modern installations for rival kinds of transportation.

The dearth of new investment capital for railroads (except for equipment) is the one sympton of the industry's difficulties which embraces all their other troubles. When new money is as readily available for modernization and replacement of railroad property as it is for highways, waterways and air transport facilities, then the "railroad problem" will be past history. But not unless and until.

WILL INVESTORS SELL OUT?

There is constant and growing danger—as experience in other countries has shown—that big holders of railroad securities might, one of these days, come to believe that the government is never going to let the railroads prosper. If large investors ever arrive at that conviction, then the natural sequel would be for them to believe it would be better to sell out to government than to wait until the market value of their securities has reached the vanishing point. Nor is the shipping community likely to tolerate indefinitely conditions of penury in modernization and replacement of railroad plant, in a large fraction of the industry.

We note that Mike Quill, head of the Transport Workers Union, has come out for socialization of all public transportation. We doubt very much that the American public will accept Mr. Quill's leadership on this or any other question of public policy. But it is worth noting that American opinion *has* accepted socialism enthusiastically in the financing of highway, waterway and airport facilities. There is certainly a serious risk that it might also accept socialism for the railroads unless convincing proof is soon given to big investors that they have no reason to fear for the railroads' future earning power. It is high time for dedicated anti-socialists to cease temporizing, and to insist that railroading be established on a basis of complete competitive equality, with all other means of transportation, and without further delay.

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